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TONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED. IN LIQUIDATION.

TIME TABLE

WERK DAYS.

7.80 a.m. to 9.30 a.m. ... Every 10 minutes. 9.80 s.m. to 11.00 s.m. ... Every 15 minutes. 11,80 a.m. to 12,45 p.m. ... Every 15 minutes, 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.16 p.m. to 1.46 p.m. ... Every 15 minutes, 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 8.00 p.m. ... Every 15 minutes. 8.80 p.m. to. 5.00 p.m. ... Every 15 minutes, 5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS. 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every | hour. BATURDAYS,

Extra Cire at 11.80 p.m. and 11.4f p.m. -#.100-a.m. to- 9.00 a.m.-...Every-15 minutes.--9.00 a.m. to 9.80 a.m. ... Every 30 minutes. 9.86 s.m. to 10.30 a.m. ... Every 15 minutes, 10.20 a.m. to 1).00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes, 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 16.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.pr. to 8.00 p.m. ... Every 10 minutes.

11.15 p.m., every half hour. SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vojux Soad Central.

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"This Company has been formed by Chinese Merchants who shall invite Chinese Subjects only to subscribe for Shares. The Railway

shall be constructed by themselves. Foreigners are denied the privilege of subscribing for shares in the Company. "Chinese Subjects, who have been naturalized as Subjects of Foreign Countries, shall be recognized as Chinose Subjects by the Company and are allowed to subscribe. Such Shareholders

shall be treated as Chinese Subjects and shall (FRONT. DEEP WATER, not claim the privileges of a Foreign Subject. Should they interfere in any way the Company is hereby empowered to carcel their shares and all interest and privileges with the Company shall be withdrawn from them." CHEANG TO CHAI,

President of The Yust-Han Railway Company Ltd. Canton, 9th April, 1907.

MAIL TABLES FOR 1907.

Shows the dates of departure of the Maile to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card 30 Centa-

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The Undersigned, AGENTS for the above

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Hongkong, 11th July, 1992. THE GLOBUS INSURANCE COMPANY

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> THE MANAGER NOTICE.

TATE have This Day REMOVED to No. 16, DES VŒUX ROAD CEN-TRAL next to the HONGKONG HOTEL. HOLLAND-CHINA TRADING CO. Hongkong, 25th April, 1907.

SIEN TING.

a few days' re t and quiet,

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Hongkong, 16th April, 1907.

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dresses with communications addressed to the Editor. not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only. No anonymously signed as -munications that have

aiready appeared injother papers will be inserted. Orders for seiva course of DAILT Pages should be ent before 11 a.m. on day of publication of After that hour the supply is limited. Unly supplied for Cash. L'elegraphic Address: Passa. Codes: A.B.U. oth Ed

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AGRADECIMENTO. ALFREDO FRANCISCO DE JESUS BOARES, SUB canosa, filhos, genros e netos, e Erancisco Eusebio DA LUZ SOARRS sua esposa e filhos profundamente fullecimento do seu chorado Pai, Bogro, Avo e BIS-AVO FRANCISCO DE PAULA SOARES. Agradecem por este meio as possoas que se alignarum velur por elle, enviar grinaldas, e accompanhat-o a saa ultima morada. Hongkong, 23 d'Abgil, de 1907,

LICHGRONG OFFICE: IUA, DES VŒUE HOAD CI, LONDON OFFICA: 131, FLEET STREET, E.C.

Номоково. Дриц. 26тн. 1907.

SIR CHARLES-ELIOT, K.C.M.G., is a globetrotter with a difference. Though his "Letters from the Far East" | London : EDWARD ARNOLD], are not offered as unything more than impressions de voyage, they are written by an scute observer and intelligent scholar, one who shans " vice of thought as well as of language," and the brevity of the writer's visit to these parts seems to have been fully compensated by the diligence with which he observed and enquired, and the care with which he sifted and assimilated the results. We quoted extensively from the letters as they appeared last year in the Westminster Gazette, and do not propose here to do more than call attention to some of the many interesting before, and probably a change of dynasty, which he has written from them in their present book form. That such a man should think it necessary to protest, as he does, being indissolubly married. But that to be Orientals all Asiatics from Turkey to the Pacific, argues that the error is one commonly made, although out here we do not need to be told how foolish and how misleading it is. Sir CHARLES puts the Chinese and Japanese on quite a different level of estimation to other Asiatics or Orientals, and he remarks that "any

certain homogeneity in spite of many differences, but even superficial uniformity is wanting in Asia. For the benefit of European readers chiefly we have frequently harped on that string. There are greater differences than similarities between the Chinese and Japanese, greater even than Sir CHARLES ELIOT seems to have noted. He sees clearly that academically there is little to choose between the civilizations of the Orient and the Occident. The latter he defines broadly as an "enormous development of the material and mechanical "invariably associated with Christianity," although "it does not appear that the material, scientific, and smoral progress of Europe is due to Christianity. It Cho, Chinese Minister at Tokyo, to sound the has been least striking in the countries where the clergy have most power." As for the former, the people "are neither aggressive nor fanatical"-"the ment has no intention of restoring them, and basis of Chinese institutions is an ex- that should China insist on their restoration, cellent, same, prosaic, moral philosophy." the negotiations will be very difficult. By implication Str Charles must regard missionaries as importinent infrusions. The traits of the Oriental mind are often correctly catalogued, but both readers and writers, err in assuming them to peculiarly Oriental, instead of common to the whole human race. One of the " Chinese Characteristics" cited is "intellectual turbidity," on which Str CHARLES ELIOT

breaks out thus deliciously: There is no doubt a good deal of turbidity in the Chinese mind, but is it unknown in America? In Great Britain, at any rate, not only mental turbidity, but a hatred of clear thinking and lucid statement is one of the strongest national characteristics, and average British Cabinet contains enough intellectual turbidity to supply a whole Chinese mob.

Unfortunately, so far as our unqualified approval of his letters is concerned, Sir CHARLES occasionally seems to neglect his own system of clear thought, as when he of his Majesty's representative. I do not condescends to be impressed by the unanimity of Japanese Treaty Port opinions of the Japanese. Still, he thinks a good dead for himself, and he has discovered for himself the jealousy which, unable to deny Japanese progress, calls the Japanese mere imitators of Western methods. The Japanese have a genius for adaptation, which is something more than imitation. Europeans cannot claim absolute originality. Sir Charles shrewdly if unkindly points out that:

The inhabitants of the British Islands, for instance, did not invent the Christian religion, or the Roman slphabet, or the forms of art which they pursue with most success, any more than the Japanese invented what corresponds to these things in Japan; but few European nations have had so great a talent for infusing their own special individuality into what they borrowed without spoiling it.

It is his analysis of Chinese civilization, however, which most impresses us as an exceedingly clever impressionist study. His references are mostly to traits animadverted upon by others, or to apparent defects, but he makes it clear that he is no slave to prejudice. It was necessary, because he penhorados pelas demonstrações de sympathia pelo felt that the explanation to be sought was why the Chinese had not cut a better figure in the world, as a result of their admitted excellencies, and in some things, their superiorities.

> In numbers they exceed every other race, evan if we reckon all Furopeans together as a unit, and their physique is excellent; they can live anywhere, and certain sections of them are disposed to emigrate; they are civilized, laborious, and excellent men of business. Why then, have so large and gifted a people not conquered the world? The answer must be found in their mental defects, and perhaps, to some extent, in their virtues, for though in practice modern international ethics assume the contrary, attention to one's own business and an unaggressive spirit are not faults.

Why should they, being civilized, want to conquer the world? They are wise enough to know that no dogma is worth thrusting upon unwilling converts at the sward's point, and the only remaining excuse for conquest, trade, has never been their's because China has always been big enough to live on its own internal commerce and barter. Their ideal of national prosperity is very similar to the European's, and though the national arrogance makes. them scorn the elementary study necessary for material reform under modern conditions, they are not so conservative a race the disappearance of Manchu tyranny and corruption, would open our eyes to see that the terms China and decay are far from at 8 a.m. on 25th inst, and will therefore be due as Europeanized as the Japanese is an imperative step for them to take is not the view of Sir Charles Eliot at least. He says "the evils and ugliness of modern European civilization are as obvious as its advantages, and there is no clearer proof of them than the fascination

absolute dichotomy of the Old World into | who come under its spell." So far as Japan | TELEGRAMS. east and west is misleading. Europe has a was concerned, it showed itself, unlike China, too willing to learn, "which makes it ready to abandon its own good points." Now that China is on the move, it is to be hoped that it will not be misled into abandoning its own good points for Europe's bnd ones, but vice versa.

> The German Mail of the 27th March was delivered in London on the 24th inst.

A Chinese quack doctor who found himself at the Magistracy yesterday on two charges of hawking without a liornee and causing an obstruction told Mr. Hazeland that he was only pulling teeth and the people were looking sides of life, and of the scientific studies on. To discourage him from practising his which render them possible," which is calling in this manner he was fined two dollars on the one charge and three dellars on the

> The Chinese Government has directed Yang Japanese Government as to whether it intends to restore the Fushum collieries or not. According to the Peking and Tuentsin Times the Minister has replied that the Japanese Govern-

A man living near Kanazawa purchased a small image of Kwannon for Y15 at a sale held by second-hand furniture and curio dealers from Tokyo, Koyto and Osaks. The image subsequently proved to be made of solid gold being valued at about Y2,000 It is stated that the idol has some verses in Thibetan characters fuseribed on the back, and altogether it is looked upon as a rare and valuable curio,

Mr. Lonadala, who asked the Secretary of Foreign Affairs what steps had been taken by his Majesty's Government to impress upon the in the Town Hall to-night. Government of the Khedive the necessity of taking drastic action to deal with the azitation of the Nationalist party in Egypt, has received the following written reply from Sir Edward Grey: I must give the bonourable member the same answer that I have given to other requests from other quarters of the House to interfere in Egypt in matters in which his Majesty's Government bave full confidence in the discretion propose to send any special instructions on this

A remarkable marriage was celebrated in I aples the other day, when a certain Celestino Giordano, aged fifteen, was wedded to Giu ia Nappi, a damsel of thirteen. The commissioner at the registry office was load to perform the ceremony because the pair had not reached the | against Larino, 16/1 against Velocity. age limit prescribed by the Civil Code, but while that functionary besitated the young couple sprang a surprise upon him by producing a Royal decree of dispensation which they had to obtained direct from the King. This being found genuine, the two children were joined in wedlock, surrounded by their parents and a big gathering of sightseers.

Kleptomania could not be pleaded in the case of the long costed Chinaman who was charged by Inspector Smith at the Magistracy yesterday with stealing a roll of silk from a shop the previous day. The defendant had asked the salesman to show him some rolls of silk and when these were before him he surrectitiously slipped one inside his cost. The shopman however had his suspicions and he called a lukong who proceeded to search him. The lukong was surprised when a roll of silk dropped at his feet and he did not hesitate to take the man in charge. Yesterday whon the defendant appeared before Mr. Hazeland he had two stories to tell. One was that he only took it to the door to have a look at it, and the other was that he intended to compare it with some stuff be had at home. However neither were believed, and he had to suffer the indignity of appearing in the stocks and going to prison for three weeks.

Tue Marquess of Tulliburdine presided over the 129th annual festival of the Highland Society of London at the Whitehall Rooms last month, when a brilliant company assembled. The toast of "The Highland Society" was proposed by the Marquess of Tullibardine, who referred to the sork done in carrying out the objects for which the society was founded, namely, to encourage the martial spirit, by prizes for good shooting in Highland regiments, education, by grants of bursaries, bagpipe music, and literature of the Guelic language, by prizes, and also to support. distinctly Scottish charities in London. Baron Komura, in replying to the toast of "The Visitors," expressed the pleasure with which he found himself present at a banquet of a society having objects similar to those which he might say imbaed his own race. Baron Komura also referred to the great similarity between the chieftainship and of claus which existed in the Highlands and the system of what might be truly called chieftains and clans in Japan.

LATEST STEAMER MOVEMENTS:

The O. & O. str. Doric, sailed from Manila at this port to night at midnight, The M.M. str. Tourane, with the next French Mail, will leave Saigon on Saturday, the 27th inst., at 4 a.m. for this port.

The C.P.R. etr. Athenian, arrived Nagasaki on Thursday, the 25th inst., at 8 s.m., and left again at 3 p.m. same day for Shanghai where she is due on Saturday, the 27th inst., at 4 a.m. The Apear str. Arratoon Apear, from Calcutta left Singapore on 25th inst., a.m., and may be

expected here on or about the 30th inst., a.m. The H.A.L. str. Hohenstaufen, left Singapore which the East exercises upon nearly all on 25th inst., at 8 a.m., and may be expected here on 30th inst., a.m.

["DAILY PRESS" EXCLUSIVE SERVICE.] SIR MATTHEW NATHAN.

SINGAPORE, April 25th.

Sir Matthew Nathan has arrived here. He stayed overnight at Government House.

SINGAPORE STERLING SALARIES.

SINGAPORE, April 25th. The exchange compensation increased salaries previously reported applies to officers receiving less than £1,020 per annum.

Lord Elgin is undecided at present about granting the increase to those receiving more than that sum.

MISSIONARY CONFERENCE.

SHANGHAI, April 25th. The Missionary Conference assem to-day. There were 41 delegates; and 514 visitors have registered up to the present. Gibson (British) and Arthur Smit (American) have been elected joint chairmen of the reception to be held

REUTER'S SERVICE.

RESULT OF THE GREAT METRO. POLITAN STAKES.

London, April 23rd.

1. Father Blind.

2. Turbine. 3. Royal dream.

BETTING ON THE CITY & SUBURBAN

London, April 23rd. 4/1 against Dean Swift, 7/1 against Dalkieth, Kuroki, and Slavetrader, 8/1

FIRE AT TOULON DOCKYARD.

London, April 23rd. A fire has occurred at Toulon Dockyard destroying the workshops, the torpede school, and several storehouses. damage is estimated at several millions fraues. The cause is not known.

THE HAGUE CONFERENCE.

London, April 23rd.

Mr. Runciman announced in the House of Commons that the British delegates to the Hague Conference are, Lord Reay, (? Edward) Fry, Sir Ernest Satow, Sir Henry Howard, beside several naval and military experts.

THE DEBATE ON THE BUDGET.

London, April 23rd. Mr. Asquith, in the debate on the budget referring to fiscal matters, said it impossible to give preference to all the colonies without taxing raw material as well as food. He denied that income tax was intended to remain at 1s.

WEATHER REPORT, - ...

The Hongkong Observatory yesterday issued the following report :-On the 25th at 11.55 a.m. - The barometer has risen over Japan and the Loochoos, and fallen on the E. coast of China. The high pressure area still lies over Japan.

and pressure appears to be slightly low over Tongking and tie N.W. part of the China Sea: Moderate N.E. or variable winds will probably prevail in the Formosa Channel, and fresh F. winds over the Northern shores of the

at 10 a.m. to-day, 0.00 inches.

to-day is as follows: -Hongkong & Neighbourhood | squally, some

South coast of China between)

Hongkong and Lamocks South coast of China between ? Same as No. 1 Hongkong and Hainan

Two sisters, one fifteen, the other seventeen, have been charged at Olmutz with offending the public feeling of reverence by coming to church in masks. In defence they protested, with tears, our Vienna correspondent says that they meant no harm. They had been at a masked ball till five o'clock in the morning, and, being devout Catholics, had not wished to miss their matins. They had never thought of taking off their "loups," but had slipped into the church just as they were. The Court delivered judgment to the effect that objectively the accused were certainly guilty, but subjectively they had meant and done no harm. They were therefore

THE BIGGEST CRANES IN THE EAST.

DUCKYARD ACQUISITIONS. The largest cranes in the East. This is not idle brasting, but is the considered judgment of those in a position to know. The four new cranes erected in His Majesty's Naval Dockyard at Hongkong are the largest in the East. It is not difficult to believe it when one glauces at the gigantic structures which loom so distinctly in the landscape and seascape. Certainly no one could look at them without some curiousity being roused, and now that these cranes have been completed and handed over to the naval authorities it is perhaps fitting that some description of

them should be given to the public.

Premising, what everybody here knows, that Hongkong Dockyard is being equipped e as to be able to undertake all necessary repairs and overhanding of ships of war, it will be understood that these large and powerful cranes are intended to lift gans, boilers, engines or indeed any part of a ship that may require repair. They will be used for four cranes -- three of twenty tone, and one of fifty tons-are of the type known as the Fairbairn crane, which is distinguished by gentlemen. the swan neck jib. Tais formation of jib gives a greater head clearance -more room and greater facility for lifting weights to the maximum height of the crane. To most people the sight of these curved cranes suggests problems, of gravity, but mechanics and experience have proved the wisdom of the innovation, and, while nobody suggests that our navai authorities do not make mistakes, there Drs. is sufficient confidence in them, to approve their selection of the most up to date appliances. Ordinary derrick and fravelling cranes need ballast to maintain their equilibrium, but these curved structures have no ballast at all. What gives them their stability is the particularly deep and solid foundations in which they are built. They have each a foundation of 29 feet 6 inches in depth, while they rise to a height with the swan neck curve of 65 feet above the ground level and possess a revolwing radius of 60 feet. The jib, in the construction of which steel is entirely employed, is made in a box section. In the case of the twenty ton cranes, which have to lift that weight at the rate of twenty feet per minute, there is also a fast gear for lifting weights of five tone and under at the rate of eighty feet per minute. The revolving speed, the speed at the book, is 180 feet per minute. From these figures even the lay mind can appreciate the facility which these craves will introduce in all big works of repair; We have already indicated that the crunes are sunk in a very deep well, the whole of which is encased in a cast iron cylinder, consisting of machined plates bolted together and made water. tight. The whole of the foundation castings are bolted from top to bottom with long bolts, 26 feet long, these holding n'ass together. In each instance the whole crane rests on live rollers, the value and utility of which can be appreciated without any great knowledge of engine-ring. Live rollers are also placed round the girth of the crane at the the Fairbairn type. The suatch block is capable of descending thirty feet below the cope of the wall--it will be remembered that these claues are built conveniently near the sea walland by its means it can reach to any depth in a each crane is of the greatest efficiency and ambodies the latest improvements. Machinery and gear are sheltered in a steel plate house another fact which indicates the thorough and comprehensive nature of the arrangements labourers. There may be employment for them in connected with the construction of these apparatus. At present the cranes are worked by steam, but they have been supplied with gear be imagined, so these countries offer no to enable them to be worked by electricity, as it is contemplated introducing that motive

power station is built. last Thursday. was carried is satisfactory to record that all have answered the tests in a way which affords another testimonial to the value of type, and also reflects the highest credit on the workmanship and supervision which contributed to this successful result. The three twenty toneach lifted thirty tons and revolved with ease. Not only that but the lest was made more exadmirable results. The fifty ton crane, which The forecast for the 24 hours ending at noon | bigger jib and a stronger for section, was also subjected to a very severe test. It lifted seventy- encourage lacourers to proceed abroad to settle. E. winds, fresh; five tons and showed the same proportionate brake strength. The deflection of the jib in N.E. or vari- lifting this great weight was only five inches, able winds, mo- and when the weight was lowered the jib went back to its original position, leaving no perma-Same as No. 1. nent set. With regard to the twenty ton cranes there was only a deflection in each of three and three-quarter inches, showing that the jibs had been properly constructed. It only remains to be said that the four

cranes are a credit to the firm of Messrs. Cowans, Sheldon and Company, Limited, of Carliele who were entrusted with the work. This firm is one of the largest crane builders in the United Kingdom and their work is to be seen in every large dockyard. Certainly the construction of the cranes in His Majesty's Dockyard at Hongkong provides the company with a testimonial of which they have every reason to be proud, and in view of what is he rd about foreign competition, must be gratifying to the Briton to see the national reputation being so worthily maintained in this part of the Empire. Remembering too the difficulties imposed by the employment of unskilled Chinese labour, the rachievement of this undertaking is a compliment to the watchfulness, skill and unromitting supervision of Mr. J. G. MacGregor, the superintendent engineer, and his assistant Mr. J. Boyd,

> HONGKONG COTTON SPINNING WEAVING AND DYEING CO.

An extraordinary general meeting of the shareholders in their company, for the purpose of confirming two resolutions passed at a previous special meeting, was held yesterday. The Hop, Mr. W. J. Gresson presided and the others present were Sir Paul Chater, Mr. A. G. Wood (directors), Messrs. P. S. Jameson (secretary), A. Shaw (manager), T. S. Forrest, H. Gittens, R. Miller, R. S. Piercy, Lo Cheung Shui, and Ho Yus Sang.

The Secretary having read the notice calling the meeting.

Mr. FORREST moved the first resolution concerning the change in the articles of association. Mr. Piercy seconded, and the resolution was confirmed.

On the motion of Mr. MILLER, seconded by dismantling ships in cases of overhand. The Mr. Lo Cheung Shut, the second resolution was also confirmed

The CHAIRMAN-That is all the business,

BONUSES FOR DIRECTORS.

Mr. J. H. Rosenthal, one of the shareholders of the Japan Browery Co., Ltd., has filed a civil action in the Yokobama District Court against Mr. F. S. James, the liquidator of the company, claiming the invalidation of the resolution passed at the recent general meeting of the company relating to the bonus of Y20,000 voted to the directors in recognition of their services in the past, especially their exertions in bringing about the transfer of the property of the company to the Kirin Bilru Kabushiki

According to the Japan Herald, the reasons set forth in support of the claim are that on the notice convoking the general meeting at which the resolution was adopted no mention was made of the bonus, and the resolutions were adopted on the motion of Mr. H. C. Litchfield. It is, however, evident from the Articles of Association of the Company that such a matter should not be resolved upon at the ordinary general meeting. Insemuch as the procedure for convoking the meeting and the method of passing the resolution were in contravention of the provisions of law and the Articles of Association, it is claimed that the resolution should be adjudged invalid. At the extraordinary general meeting held on February 13th, 1907, the dissolution of the company was adopted. This resolution was confirmed at the extraordinary general meeting held on the 28th of the same month, the registration thereof having been effected on March 1st. The defendant is the liquidator of the company. Hence the action is instituted against him.

THE EMIGRATION OF JAPANESE LABOURERS.

OFENING IN KOREA AND MANCHURIA.

The Tokyo Nichi-Nichi finds that the Government policy on the above question is inclining in the direction of conservatism, as can be seen from the attitude of the Foreign Office towards labourers who intend to proceed to Hawaii. The Tokyo journal points out that an estimate of expenditure for the exploration of the best fields for the emigration of labourers having been approved, the Governground level, and this combination gives that ment will make all possible investigations, remarkable revolving speed which distinguishes and publish the result in due course, when the Government policy on the matter can be positively seen. By the recent amendment of the American Immigration Act, the emigration of Japanese labourers to the United States,-which have hitherto been the best fields for settlement-has become hopeless. Moreover. the auti Japanese agitations in California may ship. Moreover the machinery which operates not cease for some time yet, and the emigration of labourers to America must be abandoned for four or five years-to come. The conditions in Chile, Argentine, and

Brazil at the present time are unfavourable. continues the Nichi-Nichi, for the exodus of those countries, but the wages are not more than Y1.50. If they leave their situations on account of illness or other causes, their position our inducement for labourers to go thousands of miles across the water. Mexico attracted Japanese labourers next in number to Hawaii. power in the course of a year or two when the but the latter country is not the ultimate destination of those arriving there; they made The last test in connection with the cranes it a step for entering the United Sta es. Now that the transmigration of Japanese into the United States from Mexico has been stopped, the number of labourers going to Mexico will also rapidly fall off. The emigration business, however, is not hopeless. as would seem at a first glance. Fields in Kores, and Manchuria are awaiting the permanent settlement of Japanese labourers, and when Japanese capitalists come to set cranes almost doubled their specified speed while their hands to business in Korea and Manchuria, and emigrants are sent out in concert with those capitalists, it will not only be to the advantage of the State, but will also largely benefit the acting by taking out the genr and lowering the labourers who may settle there. The object of weight of thirty tons by means of the brake the tovernment in effecting amendments of the alone. This severe trial was performed with Emigrants Protection Law, by which emigration companies are now allowed to carry on agricultural and shipping business, is to Hongkong rainfall for the 24 hours ending is the same height as the others, but is propor- encourage emigration into Korea and Mantionate'y strengthened at the base, and has a churis of Japanese labourers in large bodies. It seems to be the Government's policy to first outline the plan of colonisation and then to

PAPAL GUARD TO BE REORGANISED,

For a long time past the Vatican has been cocupied with the question of making radical reforms in the Pope's Corps of Noble Guards. This body is actually composed of tity guards, and their up keep is very heavy. They are as a matter of fact, a corps de luxe. Recently, however, the Pope has said that the guards must either be abolished or must undergo refoms. The Jesuits, who always count upon the cooperation of America, have now presented the following reforms for the Pope's decision :-That the actual corps shall be dissolved, and the privates and officers be retired. That a new corps, composed of 100 unpaid guards, shall be admitted, the sons of noble and distinguished families only. The members of the new body are to comprise representatives of all nations in the following proportions: Ten Italians, ten Frenchmen, fifteen Austrians, twelve Germans, seven Spaniards, two Portuguese, three Belgians, six Poles and Russians, ten North Americans, ten South Americans, and fifteen from other countries.

INTIMATION.

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RACHELS,

PLEYEL, KEMMLER

AND

ROSENKRANZ. PRICES FROM \$750.

LIGHTNESS OF TOUCH, TONE, AND QUALITY OF DURABILITY, THESE ARE UNRIVALLED.

TEST GUARANTEE FOR PERIOD OF TWO YEARS NO. 2, MACDONNELL ROAD. GIVEN WITH EACH INSTRU-MENT. INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD., York Building, Chater Road,

Hougkong, 30th July, 1906.

TO LET

TO LET

OFFICES in King's Building and York Building. A HOUSE in WONG NET CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit

FLATS in MORETON TERRACE.

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LTD. Hongkong, 1st April, 1907.

TO LET.

NO. 6, LYEEMOON VILLAS, Kowloon, Possession from 1st March next, Five Rooms and Tennis Court. Rent \$125 per month including taxes. "LYEEMOON"

Apply to-Care of "Daily Press" Office. Hongkong, 21st January, 1907.

TO LET.

IMMEDIATE POSSEPTION. NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.

ARRATOON V. APCAR & Co., 45, Wyndham Street. Hougkong, 2nd March, 1907.

TO LET.

DUNHEVED" 38, Robinson Road, or FOR SALE. Nos. 27 and 31, SEYMOUR ROAD. 4 New Houses in KENNEDY ROAD, near Wan Chai. No. 90 & 91 GODOWN PRAYA EAST.

Apply to-SAM WANG CO., LTD., 81, Queen's Road Central. Hougkong, 13th November, 1906. [103

TO LET.

OND FLOOR No. 12, QUEEN'S ROAD CENTRAL GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis FAIRVIEW, ROBINSON ROAD, Kowlood,

from March 1st. Apply to-LEIGH & ORANGE. 1. Des Voeux Road. Hongkong, 19th February, 1907.

TO LET.

NO. 8 GRANVILLE AVENUE, Kow-

No. 1, EAST AVENUE, Kowloon, Apply to-

HUMPHREYS ESTATE &

FINANCE CO., LD. Hongkong, 21st March, 1907;

TO LET.

MMEDIATELY, the Capacious Premises on the Ground-floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris Keeney Co., Ltd. GILMAN & CO. Apply to-Hongkong, 23rd January, 1907.

TO LET.

Possession from 1st April Next. Semi-attached HOUSES, Nos. 13B and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and Grass Tennis Court. Apply to-

CHUNG CHINAM, Yan On Marine & Fire Insurance Co., Ltd. Hongkong, 1st March, 1907.

TO LET ON LEASE. FROM 1ST JANUARY, 1907.

NYOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD. Nos. 1, 2, 3, 4 and 5 SUN WAI LANE. Apply to-

ARRATOON V. APCAR & CO., 45, Wyndham Street. Hongkong, 24th October, 1906.

TO LET

TO LET.

FOUR-ROUMED HOUSES at Prays East, near East Point. Apply to-JARDINE, MATHESON & CO. Hongkong, 3rd January, 1907.

· TO LET. HOUSE in KNUTSFORD TERRACE

KOWLOON. THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 1st April, 1907.

TO LET. FFICES in ALEXANDRA BUILDINGS.

Apply-SECRETARY, A. S. Watson & Co., Limited: Hongkong, 23rd April, 1907. TO LET.

SPANISH PROCURATION. Hongkong, 23rd April, 1907. TO LET.

Apply to-COMPRADORE'S DEPARTMENT. Nippon Yusen Kaisha. Hongkong, 3rd June, 1905.

OND FLOOR of No. 6, ICE HOUSE STREET: Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to-

"Hongkong, 24th December, 1906. TO LET.

TO. 4. OBSERVATORY VILLAS. Kowloon. Five Rooms; Electric Light; Tennis Court etc. Apply to-ARRATOON V. APCAR & CO.,

45, Wyndham Street. Hongkong, 3rd April, 1907. TO LET-FURNISHED. 66 T EWKNOR," No. 116, PEAK, the

Property of Mr. M. W. SLADE, from this date to end September. Apply-GILMAN & CO.

Hongkong, 10th April, 1907.

66 CENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms. This property would be divided into two or more houses to suit tenants. "CLOVELLY," Peak Road (Partially Farnished.

"LARGE FURNISHED ROOM with Bathroom and Dressing Room, Kitchen, &c. Close to Barker Road, Tram Station, Suitable. for one or two bachelors. BUNGALOW (furnished) at New Territory,

Kowloou, 4 Rooms, Low Rental. BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor); BELILIOS TERRACE HOUSES,

ROBINSON ROAD. No. 3, ALBANY. WESTBOURNE VILLA NORTH.

Bonham Road. Apply to-LINSTEAD & DAVIS. 3rd Floor, Alexandra Building. Hongkong, 22nd March, 1907.

TO LET.

NE OFFICE ROOM on Second Floor PRINCE'S BUILDINGS.

Apply to— REUTER, BROECKELMANN & Co. Hongsong, 23rd April, 1967. TO LET.

TO. 1, WEST END TERRACE, Shameen, Canton. Apply to-

HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1907. TO LET.

66 CUMMER HOUSE" Mount Kellett, the PEAK, Partially Furnished. Possession from 1st April, 1907. Low Rent. PERCY SMITH & SETIL, 5, Queen's Road Central.

Hongkong, 8th March, 1907. TO LET.

NO. 28, LEIGHTON HILL ROAD. Immediate Possession. Apply to- THE COMPRADORE, Nippon Yusen Kaisha. Hongkong, 4th February, 1907.

TO LET. IMMEDIATE POSSESSION. ... TATELLBURN, No. 81 the PEAK.

Apply to-JAVA-CHINA-JAPAN LIJN, York Buildings. Hongkong, 22nd January, 1907.

TO LET.

FROM 1st MARCH, 1907. TYO. 3, CARNAVON VILLAS, and No. 6 LOCHIEL TERRACE, Kowloon. HEWAN & Co., Apply to-No. 15, Connaught Road, West. Hongkong, 1st February, 1907.

TO LET, NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown. Apply on the Premises. Hongkong, 20th March, 1907.

ON SALE.

OUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With INDEX. Price \$7.50. On sale at the "Hongkong Daily Press" Hongkong, 27th February 1907

IMPENDING INVENTIONS.

The current Strand Magazine foreshadow a number of startling aids to civilisation, which probably the next few years will bring forth, and beside which the conquest of the air seems but a trivial accomplishment. Had human ingenuity said its all when the flat-paged, side bound book was invented? A South African gentleman has been at work upon a very novel and interesting form of "literary vehicle." It is more nearly akin to the ancient scrolls of papyrus, actuated by an internal spring, which moves the printed sheet backwards or forwards at a page regulated by the reading ability or convenience of the owner. Astriking feature of the device is the index arrangement, by which any passage of the work, by a simple the expected Angle-Russian rapprochement is pressure on the index letter, can be brought naturally an absorbing topic of discussion just instantly under revision. According to the late Professor Langley, from

every square yard of earth exposed perpendicularly to the sun's rays there could be derived more than one horse-power. Thus in less than the area of London the mountide heat is sufficient on a moderately sunny day to drive all the steam-engines in the world, "I hope some day," declares Mr. Tesla, "with an apparatus JO. 5, "ORMSBY TERRACE," Granville I have invented, so to harness the rays of the the wish of my interlocutor that his name should sun that that body will operate every machine | not be published. He began, as all foreigners in our factories, propel every train and carriage | do, when they open their hearts or their minds in our streets, and do all the cooking in our | (or neither) to au Euglishman upon this subject, homes, as well as furnish all the light that man may need by night as well as day. It will, in short, replace all wood and coal as a producer of motive power and hast and electric lighting." Another interesting scheme of Tesla's is artificial daylight, which he claims to have perfected. It consists of glass balls, without wires old age as it was in its infancy." of any kind, giving forth a brilliant but not plaring light, and perfectly harmless to handle. Without speculating on the secrets of this dis- with Russia, when Lord Salisbury tried to covery, it may be said that several new artificial

> laboratories of science. effect is remarkably good. The experimenter | considerable trouble. Mr. E. K. Davenport, states that "the consti- "You see," he went on, "I am not to be told tuents for the blackening of the portions that you are straining every nerve to make an impressed by the metal were contained in the ally of Russia because it is so very necessary to paper, which was made from Newfoundland your position in the East. Indeed, there never pulp." Plainly the invention is far from being was at any time since you held India, a better perfect, from a commercial standpoint; but moment for doing what you liked, whether what a field for economy in the production of Russia liked it or not. Russiasis a great people, newspapers alone such a discovery opens to and will one day again be a great Power, but view! It is said that three-halfpence worth she is not so to-day. And now is the time for of solution will saturate a hundredweight of you to snap your tingers. Your own ally, Japan paper. If different solutions are found to (which will some day fight Russia again, by the produce different colours under the electric way), has discomfitted her. She is rent with shock the doom of the ink-makers is among the portents in the sky.

Another impending invention referred to in the same article may foreshadow beggary for the now epulent coal king. From time to time new patent fuels are announced, but none has excited the interests of that which it is declared has been invented by Professor Daniel Drawbaugh, the American inventor and rival to Professor Bell. It is a compound consisting of chemicals and fibrous matter, which it is claimed produces the same heat and costs only half the price of coal. It is easy to see that Drawbaugh fuel, at eight or ten shillings a ton. would quickly work a revolution in the coal industry. What scientists have been long seeking for-the profitable utilisation of earth and sawdust-may be found to be the basis of this new discovery.

TIME BARGAINS.

Particulars have been collected by the Board of Trade, at the request of Mr. Field. M.P., as to the existence in the Colonies and including your subjects in India, and those who in foreign countries of legislation respecting gambling in "options" and "futures" in foodstuffs. Such legislation is in force in four five countries, the most far-reaching regulations probably being those of Canada. The criminal code of the Dominion declares a person guilty of an indictable, offence, punishable with fine and imprisonment, who deals, goods wares, or merchandise with a view to obtaining profit by the rise or fall in price, without the intention of acquiring or selling them, or in respect of which no delivery -- is - made -- or -- received. Moreover, evey place where such transactions in fact' are carried on is regarded as a common gambling house. But the Federal authorities do not know of any prosecutions under this law. Three bills have been introduced into the United States since 1904 with the object of defining "options" and "futures", and making such contracts illegal, but none of them has yet become law. The articles to which these measures relate are raw or unmanufactured cotton, wheat, hops, corn, oats, rye, barley, wheat flour, pork, lard, and bacon; and the proposed penalties for entering into prohibited contracts consist of fines of \$1,000 and upwards, with imprisonments for terms varying from one to ten years.

Specific legislation on the subject of dealings in "futures" and "options" exists in Argentina, Austria, Germany, and Norway. In the Argentine Republic "gambling on change" is forbidden, and the regulations of the Stock Exchange, drawn up under Government approval, also prohibit all operations included under that term. In Austria a law of January, 1903, probibits dealings in "futures" in cereals and mill products, and imposes penalties on persons who Labitually conduct such transactions or who wilfully influence the price quotations of ceren's and mill roducts by bogus sales. But it is stated that the law is in practice neutralised by the absence of any corresponding enactment in Hungary, and the possibility of Austrian dealers conducting their operation from that

As regards Germany, the Bourse Law of 1896 prohibits time bargains in respect of agricultural produce. The law has aroused much opposition, and a Government bill was introduced in the session 1904-5 to amend it: but the bill failed to pass through all its stages, and though under discussion since in the Federal Council it has not again appeared in the Reichstay. The general effect of the bill was to modify the restrictions of the law of 1896, and to facilitate, to some extent, time

How Toke BEAUTIFUL-Keep your complexion. Mrs. Ellen's Crême Charmant, Lait | your system and go to make rich. pure. vitalising Charmant and Special Skin Tonic and Pondre | blood. Thus every part of your body will be Charmant will enable you to do it. - Her Specialities for the Skin are the study of a lis the way to be fit. lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TO LET.

FROM 1ST JULY. ARGE AND SPACIOUS GODOWNS Nos. 9, 9a, 9B, 9c and 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 25th April, 1907.

Finally, in Norway it is forbidden by the Criminal Law of January 1, 1994, to make a livelihood by a game of chance not permitted by a special law. All games for money or for the worth of money, in which, owing to the nature of the game or to the largeness of the stakes, a cupidity of purpose is the predomina. ting factor, are regarded as games of chance and bets and speculations on difference of prices at a future date in which the same is the case, are also regarded as games for money.

ANGLO-RUSSIAN NEGOTIATIONS

A CANDID DIPLOMAT.

A "Diplomatic Correspondent" of a London paper says :- In diplomatic and political circles now. One hears many purely partisan statements—the statements, rather, I should say, of parties practically interested; but I had the advantage of learning the views of a senior. member of a Mission holding a position distinctly detached—the representative of a State the least likely to be affected one way or the other. I give the view, which is an interesting one, just for what it is worth. I must, of course, respect by saying that, of course, "the idea" of an Anglo-Russian adjustment of differences was " a very fine one."

"___and" said I, "a very old one!" "Quite so," sail my companion. "But I question whether it is quite so good now in its

"Oh, surely, the notion of an understanding develop it, for instance, was the notion of an illuminants are doubtless impending in the alliance - eventually - between two strong Powers hitherto antagonistic. What is it to-It the near future science, it is said, will day? The alliance of one strong Power, beplace the printed word before our eyes by a cause it is afraid of another strong Power, process in which ink will not figure. The with a week, an almost crippled Power-and, Strand Magazine reproduces a page from a mark you, it is all about another State which book printed in the new typography, and the may yet prove strong enough to give you both

internal disorders, and may at any moment become a State which will repudiate your socalled friendship. I repeat now is the time for you to strengthen your position in Asia despite of her. But you have your reasons for thusflying in the face of common sense. You think, and France thinks, that if you do not come to terms with her in Asia she will

side against you both in Europe. Voilà!" "- Well, that is a tenable position to take up." "Is it! Let Garmany, if she will, do what she can with a nation whose credit is not high and whose future history is as uncertain as the turn of a die. And about Persia! The notice of an understanding about Persia is to me like the spectacle of a rich man accepting the invitation of a bankrupt to dinner the feast to be provided from a cookshop where the bailiffs are even then making as execution Even if Russia were strong, your alliance, though a considerable benefit, would carry with it its grave disadvantages: you still futher alienate Germany, you exasperate Persia (whom you treat as having no future), you alarm Turkey, and all other Mahommedan people, do not love you in Egypt. Afghanistan, whose existence seemed secure only as a huffer State between memies, will now regard herself

as a meal apread between friends." "Surely," I interposed, "the very lines demons rating spheres of influence secure

Afgunistan? For how loug? Wast you give Russia in the days of her weakness may be used against you in the days of her strength. It is a com-But we are getting something - 1 good-deal,

"Only what you cou'd take without asking !" "Well, these disadvantages?"

"These disadvanthges - he enmity of Ger. many, of Modem peoples- man that Garmany will still further come out, asshedoes in Turkey, as the protector of Moslem people. It means, too, that as Russia is weak, you have these advantages without the value of a strong Power's influence in other places. You do all this because France has fomented your fear of Germany in order that your Agreement with Russia may do something towards repairing Russian credit, in which France is notoriously interested. That is my view. You had better hold your hand but, I fear, you will not!"

HOW TO KEEP FIG.

WORD ABOUT MOTHER SEIGEL'S SYRUP, THE GREAT RESTORER OF WEAK STOMACHS.

How to keep fit is a problem which becomes daily more difficult of solution; it is hard even to keep moderately healthy. And yet we must be fit to compete successfully in the rush, the struggle for existence. Why are we not fit? Why that weak, weary, run-down fe'ling, that half-life which so many struggle ander? There are two causes. The first cause is the rush we have spoken of. The Second cause is that the excessive activity of the nervous system-in sbort the worry-drains the strugth of the body; and the digestive organs, robbid of their fair share of the great life str-um which should course freely through every part of your frame and weakened per aps by hastily-eaten meals break down under the strain. That ca . be

STRENGTHEN YOUR DIGESTION. These digestive organs, the stomach, liver and powels, must be assisted. More nourishment must be drawn from the food you est, so that your whole body may have enough and to spare. Strengthen your digestive apparatus, by taking Mother Seigel's Syrup, and all the nutriment your food contains will then be absorbed into fully nourished, and health must result. That

Says Mr. Albert Till blacksmith, Royal Oak, 12 inch Desk Fan, 3 speeds, swivel and near Marden, Kent: -" Mother Seigel's Syrup has been our family medicine for years, and we have all benefited by its use. 'My wife used to suffer terribly from biliousness and indigestion, with pains in her back and stomach, wind and headache; but the Syrup quite cured her. too have taken it and so have all my family, | Complete Set of Renewal Charges for and, as I have said, it does us all good.'

Take Mother Seigel's Syrup after every meal, and you will soon be as well and fit as ever in

Hall's Coca Wine For Perfect Health

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That perpetual feeling of lassitude has a meaning. Your vitality is at a low Your health is in danger. Take

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Hall's Coca Wine

will give you the energy of life -the feeling of perfect health. It will renew your wasted tissues, and will stimulate your whole system into healthy activity. Your chemist or store can supply this splendid English restorative, in large or small bottles. Look for the red Keystone trade-mark.

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Departure from Hongkong at 9.30 P.M. (Saturdays Excepted). Departure from Canton at 5.15 P.M. (Sundays Excepted). These superb steamers carrying the French Mail are fitted throughout with Electric Light

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BARRETTO & CO., Agents. Hongkong, Ist April, 1907. BISHI GOSHI-KWAISHA

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SHANGHAI, HONGKONG, & HANKOW. AGENCIES:-YOKOHAMA: M. ABADA, Esq. CHINKIANG: Messrs, GEARING & CO. MANILA: Mesara, MACONDRAY & Co. SOLE PROPRIETORS of Takashima. Ochi, Shinnew, Namazuta and Kami-Yanada Collieries, and also Hojo Colliery, which will

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SHIPPING.

ARRIVALS. KWANGTAB. Chinese str., 25th April-from Canton. SULLBERG, German str., 782, C. Luppi, 25th April-Haiphong 21st April, Coals-Chinese. TITAN, British str., 5,720, R. Fay, 25th April

field & Swire. TJILIWONG, Dutch str., 3,061, Jurriaanse, 25th April-Kuchinotzu via Amoy 18th April; General-Java-China-Japan Lije. Toromi Maru, Japanese str., 3,412, A. Keith, 24th April-Shanghai 21st Apl., Discharge -Order.

Shanghai 22nd April, General-Butter-

CLEARANCES. 25th April. Chilli, British str., for Haiphong. Haitan, British str., for Swatow. Heihow, British str., for Shanghai. Hougkong, French str, for Haiphong. Kanju Maru, Japanese str., for Saigon. Mamila, German str., for Manila! Sheikd, British str., for Culentta. Shoshie Maru, Japanese str., for Swatow. Sullberg, German str., for Canton Telemochus, British str., for Saigon. Totomi Mare, Japanese str., for Singapore, Yunnan, British str., for Cheloo.

DEPARTURES. 25th April. BAYERN, German str., for Shanghai. CHIYUEN, Chinese str., for Canton. CHOYSANO, British str. for hanghai. FRITHIOF Norwegian str., for Bangkok. GLENFAULOCH, British str." for Amov. HUE. French str., for Kwang Chow Want. KERT, British cruiser, for Weilmiwei KOURICHANG, German str. for Bangkek, LIENNON, British str., for Slanghai. Liquesino, British str., for Pingapore. MARIA RICKMERS, German str., for Saigon. MICHAEL JEBSEN, German str., for Hoihow. Pone rong, German str., for Swatow, PROTEUS, Norwegian str., for Swatow. SEXTA, German str., for Saigen. Successive, British str., for Shanghai. SINGAN, British str., for Canton; STANDARD Norwegien str., for Phuyen. Wondrot, German str., for Bangkek

FILIPPING REPORTS. The Dutch str. Tjiliwong, reports: Passed a floating wreck, of which oue broken most about one fathern above the surface of the water Latitude Nº27 F Longitude E 121 29. VESSELS IN DOCK.

ABERDEEN DOCKS .- -LOWLOON DOCKS. - Sorsogon. Z. Y. de Aldecoa, Tillatjup, Empress of India, Y. Sontra. Haiphony, Hanoi, Amiral Beaumout, Renomine. COSMOBILITAN DOCKS .- Numaritie.

VESSELS ON THE BERTH DOUGLAS STEAMSHIP COMPANY.

LIMITED. FOR SWATOW, AMOY AND FOOCHOW.

TITHE Company's Steamship "HAITAN," Captain J. W. Evans, will be despatched for the above Ports, TO-DAY, the 26th inst.,

at 10 A.m. For Freight or Passage, apply to DOUGLAS, LATRAIK & Co.; General Managers. Hongkong, 24th April, 1907.



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"PERSIA," Captain Belaffer, will be despatched as above "TO-DAY, the 26th inst., P.M. This Steamer has capital accommodation for

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A great to. · Prince's Buildings. Hongkong, 24th April, 1907. JAVA-CHINA-JAPAN LIJA

FOR BATAVIA, CHERIBON, SAMA. RANG, SOERABAIA AND MACASSAR. (Taking cargo to all ports in Netherlands India on through Bill of Lading.

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"TILLIWONG," Captain Jurriaans, will be despatched for the above Ports en or about 27th inst. For information as to Freight and Passage. apply to the

Head Agent of the JAVA-CHINA-JAPAN LIJII, (York Buildings, 1st Floor). Hongkong, 25th April, 1907. COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

WHIE Company's Steamship

"TOURANE," Captain Laucelin, will be despatched for the above Ports on or about MONDAY, the 29th inst. For Freight or Passage, apply to G. DE CHAMPEAUX,

Agent. Hongkong, 24th April, 1907. CHINA COMMERCIAL S.S. CO., LTD

NOTICE.

THE Stramship

"SUI-SANG," will be despatched for SALINA CRUZ, MEXICO, VIA MOJI, JAPAN, on SATURDAY, the 4th May, at 5 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., LTD. Hotel Mansion. Hongkong, 14th April, 1907.

vessels ADVERTISED AS

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "k." midway between Hongkongland Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard 4 From Naval Yard to East Point.

DESTINATION	Vessel's names	PLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	700
						TO BE DESPATCH
NION &c., VIA USUAL PORTS OF CALL	Angeni					
CAN OFFICE DECO. ACC. YES PORTE OF CLASS	17	Brit, str		A. L. Valentini	PAOSNOS	
GANGELLUED, MAYRE CODESTIADES SA			· ·	Combe	P. & O. S. N. Co.	On 4th May, at No
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44 f 1413 48 11115 111 f 1 1 1 +				E. Maichow	White currence of the	On 20th May
' ->	To be seen in Trans.		k.w.	Hildebrandt	MELCHERS & Co.	On Sth May, at N
CTALE & DAMESTRIA VIA STRAINE AND		Ger, str	k. w.	Wiretenbrais	HAMOTON A	10-morrow.
WARREL NO. VIA BINGA PORR DA		Ger. str	k.w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 17th May
REPUBLICATION RELATION BUTTON & TOTAL		Ans. str	· ·	Belaffer	HAMBURG-AMERIKA LINIE	On 14th June.
PARRO, PRIBLED OF HAVER RETAIND	IIDC	Ger. str	k. w.	v. Hoff	SANDER, WIELER & Co.	
UII DAN		Ger, str	k. w.	Juger	HAMBURG-AMERIKA LINIE	
		Brit, str.	-	Ketley	HAMBURG-AMERIKA LINIE	I O Wast
W YORK N FRANCISCO	MONTROSE	Am. str.	_	***************************************	GIBB. LITTINGSTON & CO.	1 11
		Am. str	-	Barrott	DODWELL & CO. LD	On 16th May.
N. FRANCISCO NCOUVER VIA SHANGHAI JAPAN, &C	APPALACREE	Brit. etr		A CONTRACTOR OF THE PROPERTY OF THE PARTY OF	AMANULU: RARRERA & CA	About 12th June.
NCOUVED TO SHANGHAI JAPAN, &	ATHENIAN	Brit, str	lm.	AND THE PROPERTY OF PERSONS ASSESSED.	ODBWAN, TOMES & CO	1 1
NCOUVER VIA SHANGHAI JAPAN, &	EMPRESS OF INDIA	Brit. str.	2 m.		VANADIAN PARIRIC R CO	
CTORIA (B.C.) & TACOMA VIA JAPAN	THE A SHARE SEE	Am, etr.		12. Destuam.	CANADIAN PACIFIC D DA	11 0.2 3-
SUMO, JUULUIME VIA LAPAN FORTS P	1.17	Jap. str.	¥	E. V. Roberts	PODWALL & CO LAND	O O
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MA ALAXIJI MIN PULLEY VIA STARVII.A		Brit. str				On 4th May, at 5
SECOND DESCRIPTION OF A REPORT	CHINGTO.	Brit. str.	lm.	W. B. Brown	BUTTERFIELD & SWIRE	To-morrow, at No
KOHAMA & KOBE	PRING WALDEMAR	Ger. etr	****	W. von Senden	MCLOWERS & Co	On 2nd May, at 4
INGTAO, NAGASAKI 6 WILADIWASIWA	161 LF 18	Ger. str.	- 1	ron Senden	MELCHERS & CO.	On 23rd May
EFCO & NEWCHWANG.		Ger, str	_	. 14 05 00 00 190 191 100 100 100 1	MELCHERS & Co.	About 3rd May.
INKIANG	KWEIYANG	Brit, ste,	1 m.	Dowson.	HAMBURG-AMERIKA LININ	Un 10th May
NISIN	CHINKIANG	Brit. str	tm.	Robertson	BUTTERFIELD & SWIKE	Ou 7th May, at 4
ANGHAI TIA SWATOW, AMOY & FOOGROW-		Brit, etc		F. Mooney	BUTTERFIELD & SWIRE	Un 1st May, at 4 p
ANGHAI MACAGAMA MANON & FOOGROW		Jap. str		M. Nemoto	BUTTERFIELD & SWIRE	On 1st May, at 4 i
ANGHAI, NAGASARI, MOJI, KUBE & YOROF	IAMA NORE	Brit. str.		1811864	Verra Dhusen Kater	To day, at 9 A.M.
ANGHAL KORE & MOVESTING	WASHING	Brit, err			F. & U. S. N. CO.	About 27th inst.
on the contract of the contrac	TOUBANE	Fren.str.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PARTITO, MATHESON & CO.	To morrow, at 4 P.
ANGHAL KORE E TOTOTANA		Brit. str		THE RESERVE AND ADDRESS OF THE PARTY OF THE	ALESSAUERIES MIARITIMES.	About 23th inst.
*** V A A A A A A CODE & TURUMANA	The state of the second st	Ger. str	S. W.		DUTTERPIELD & SWIRE	On 2 id May, at 4
NOTERA RUBE A TOROHAMA	0-	Ger. str.	le 190	2, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10	CAMBURG-AMERIKA MININ	On 2nd May
NGHAL	T\	Brit. str.	k. w.	Schonfoldt	DAMBURG-AMERIKA LIMIN	On 3rd May.
* # 7 Tell # # # # # A to	1 M	Brit str.		о т. типлана	P. & U. S. N. Co.	About 2-1 37
THE PERSON OF A STATE OF THE PROPERTY OF A STATE OF THE PERSON OF THE PE	OUD STAR		<u> </u>	W Color de la constanta de la della	DUTTERFIELD & Spriper	About 3rd May.
NGMAI, NAGASARI, KORE & VOYOUANA	Charmanana	Dan.str.	_	The state of the s	MEACHERS & CO.	On 4th May, at 4 :
ISUL VIA SWATOW & AMOY	Marian Marian	Ger, str		17, BEL 0 tee -114, security	MELCHERS & CO.	About 5th May.
NIOWAMUY & FOOCHOW	TT 4 to 4	Jap. str.		L. Dasurai	DOUGH SHOSEN KAISHA	About 8th May.
TOW & SHANGHAI	Contract	Brit. str.		J. W. Evans	Douglas Lapraik & Co.	On 28th inst., at 9
TOW, AND I'M FOUCHOW	II a traverse	Brit. str	1 III.	1001 4 11 11 mg	SUTTERFIELD & SWIRE	To-day, at 10 A.M.
ILA		Brit. str	7	A J. Robson	Douglas Language	To-morrow, at 3 P.
LLC	6 2 - 1	Brit, str	-	*** ***********************************	DOUGLAS LAPRAIR & CO	On 29th inst., at N.
ILA	ZAFIRO	Brit. str	- 1	Fraser	ARDINE, MATHESON & Co	Lo-day, at 4 P.M.
AT & SANDAKAN	RUBI	Brit. str. , .	-	K. Almond	HEWAN, TOMES & Co.	To-morrow at Navo
PHONG	BORNEO	Gor, str		14641414141	COMPAN. EDMES A. 136	On 4th May, at Noc
GAPORE PENANCE CATALTERS	CHIHLI	Brit. str	l m.		A GEORGICA IV. USO	On 1st May, at 9 A.
GAPORE, PENANG & CALCUTTA	LAISANG	Brit. str		The second secon	ASSET DESCRIPTION OF SECOND CO.	To-day, at 10 A.M.
AVIA, CHERIBON, SAMARANG, &C.		Dut. str	1			To-morrow, at 3 P. b
· · · · · · · · · · · · · · · · · · ·	3		1	o wall total 20 server and a	AVA-CHINA-JAPAN LIJN	To-morrow.
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				Carlo C		w
DO-CHINA STEAM						

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• MANILA "LOONGSANG" ... Friday, 26th April, 4 P.M. *SINGAPORE, PENANG & CALCUTTA "LAISANG" Saturday, 27th April, 3 P.M. - NAPLES in both directions. † SHANGHAI Saturday, 27th April, 4 P.M. * TIENTSIN "CHIPSHING" ... Wed'day, 1st May, 4 P.M. * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze

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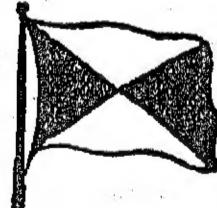
 PROJECTED	SAILINGS FROM	HC	ONGKONG.	
 _	SUBJECT TO ALTERATION	ON.		
 DESTINATION	STEAMERS	1 =	DATE OF SAILIN	G.

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"DOROTHY" ... About 12th May For Further Particulars, apply to

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ZAFIRO 25	40 Fraser	Manila.	On 27th April, Noo
RUBI 25-	10 R. Almond	Manila.	On 4th May, Noo

SHEWAN, TOMES & CO., GENERAL MANAGER,

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NAPLES, LISBON, PLYMOUTH, HAVRE& H'EURG 3rd May
BENEGAMBIA

MARSEILLES, HAVRE, ANTWERP& HAMBURG

NAPLES, PLYMOUTH, HAVRE & HAMBURG

27th April
17th May
17th May
29th May
29th May HAVRE & HAMBURG ... HAVRE, & HAMBURG ...

COAST SERVICE. KOWLOON ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK ... 10th May Freight and Passengers.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOROFAMA.

Captain. Sailing Date.

SHAWMUT 9,606 E. V. Roberts On 8th May

I Cargo only: CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

Queen's Buildings. Hongkong, 4th March, 1907.

DODWELL & CO., LIMITED, GENERAL AGENTS.

ON THE BERTH Vessels EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TABMANIA, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the shove Ports TO MORROW, 27th April, at Noon, This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

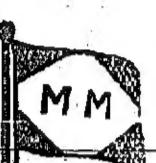
A Stewardess and a duly qualified Surgeon are carried. N.B .- To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents. Houskong, 7th March, 1907. ORIENTAL PACIFIC LINE. MONTHLY SERVICE FROM

HONGKONG TO SAN FRANCISCO via Кови & Yоконама. The Steamship " APPALACHEE " ... about 36th April.

For Freight and Further Particulars, Apply to-SHEWAN, TOMES & Co., Agents. Hongkong, 20th March, 1907.

COMPAGNIE DES MESSAGERLES MARITIMES. FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA. CO-LOMBO, ADEN DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX MEDITERRANEAN AND BLACK SEA PORTS.

FATHE Steamship

"VILLE DE LA CIOTAT," Captain Combe, will be desputched for MAR. SEILLES, on TUESDAY, the 30th April,

at 1 P.M. This Steamer connects at Colombo with the Australian line s.s. "Armand Bebie," bound for Marseilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above porty.

Cargo also booked for principal places in Europe, Next sailings will be as follows:

S.S. "SALAZIE" S.S. "TOURANE" S.S. "OCEANIEN"... S.S. "AUSTRALIEN" SS. "CALEDONIEN" ... S.S. "CALEDONIEN" ... 9th July, S.S. "ERNEST SIMONS" ... 23rd July, G. DE CHAMPEAUX

Agent. Hongkong, 17th April, 1907. ENG HOK FONG S.S. CO.

"POWHATAN," Captain W. F. Turner, will be despatched for SALINA CRUZ, MEXICO, VIA MOJI, JAPAN, on THURSDAY, 2nd May, 1907. For Freight or Passage, apply to ENG HOK FONG & CO.

27, Des Voux Road Central, Hongkong, 5th April, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

6th September

"ARCADIA," Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for the Bombay on SATURDAY, the 4th May, 27th April at Noon; taking passengers and cargo for the above ports in connection with the Company's s.s. "VICTORIA," 7,000 tops, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Murseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on 16th June, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents

and value of all packages are required. For further particulars, apply to E. A. HEWETT. Superintendent. Hongkong, 22nd April, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

will be sent to Valparaiso if sufficient inducement. Steamers Tons To Sail. -"KASATO MARU" 6,100 ... Middle of May. "GLENFARG" ... 4,000 ... Middle of July. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co. The above Steamors have spleudid Accom-modation and are fitted throughout with

Electric Light. A duly qualified Surgeon is sarried on each boat.

K. MATSDA, Manager, York Building. Hongkong, 15th April, 1907.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAE COAST). PROPOSED SAILINGS FROM HONGEONG.

FOR NEW YORK. S.S. "MONTROSE"... ... 16th May. S.S. "SHIMOSA" ... 6th June.

For Freight and Jurther information, apply to DODWELL & CO., LD. Agenta

Hongkong, 25th April, 1907.

FUNNELS AND FLAGS.

CAPTAIN FINED. At the Marine Court yesterday, before Commander Basil R. H. Taylor, R.M., Harbour master and Marine Magistrate, L.S. Winter charged F. Flugel, master of the German steamer German a, with leaving the harbour without having obtained a port clearance, on the 4th January last, and carrying more than 20 passengers, and also with not having his dangerous goods properly stowed. The charge was proved and a fine of \$20 was imposed, The captain said he did not discover there was no clearance until some time after the

steamer bad sai.ed.

BEHUILDING OF SAN FRANCISCO. Something like seventy-five to eight-five vessels are now affoat, The Engineering Times says, with cargoes of building material for the rebuilding of San Francisco. Cement and structural steel comprise the bulk of these cargoes. There are likewise large quantities of pressed brick, lime, and terra cotta. The tonnageof the vessels varies from 1,000 tons to 5,000 tone, with a total of about 300,000 tons. These vessels come from all parts of the world. Twenty vessels alone hail from Antwerp, loaded with cement; others from England, France, Norway, Japan, Italy, Germany, Australia. Vessels from American Atlantic ports made up a portion of this large first. Many contracts for large rein. forced concrete buildings have been let. As yet fow tuildings have commenced on account the scarcity of cement and steel. The arrival of the fleet is therefore anxiously awaited, when San Francisco will witness the greatest area of building construction the world has ever seen. A MISUNDERSTANDING.

On Monday Mr. Hazeland imposed a fine of \$50 upon a boarding house runner for being on heard the s.s. Hoining without permission. At the hearing defendant pleaded that he had been asked on board by the compradore whose attitude provoked some comment from the magistrate. Yesterday Mr. Daniel, from the office of Messrs. Johnson, Stokes and Master, appeared at the Magistracy and applied for a re-hearing on the ground that he had evidence to prove that the man had received the permission of the captain before going on board. Mr. Hazeland said the police summons ought to be withdrawn in these circumstances but Mr. Daniel said there were facts which he wished brought to light. His Worship remarked that there had evidently been, a misanderstanding. The compradore could not speak English and the captain did not understand what he was trying to explain to him. The re-hearing was fixed for to-day to allow the captain and chief officer to attend.

A TALE OF THE SEA. The story of a fishing hoat having been run down by a steamer and five of the crew drowned was reported to the Hongkong police yesterday by the solitary survivor. Chan Kwek Yan, the master of the fishing boat, stated that the other members of the crew were members of his family. About eight o'clock on the night of the 23rd instant when trawling under two sails off To Long Wen with a light in the foremast they steamer. The anknown steamer, which was going east, did not seem to notice their presence ! the fishing best burnt torches and called "save life" but without attracting the desired atten-The inevitable happened. The steamer crashed into the small boat and cut her in two. Even then no notice was taken and all the occupants were left struggling in the water. The master held up his father until three o'clock but becoming exhausted he had to let him go. The old man immediately sank. The master, who had not seen any of the others after the collision, kept himself affoat by clinging to a sail till six o'clock on Wednesday when he was rescued by a fishing boat off Waglan Lighthouse. He was taken to Shaukiwan where he was attended to. The beat was valued at the possibility of the gyroscope in certain \$1,000. The survivor added that the moon was | conditions to act in increasing the roll, perhaps obscured by a clind but he could distinguish | to a dangerous extent. that the funcels were not black put yellow. GERMAN COMPETITION IN THE SHIPPE O

-trade-is carried on by a "conference," which require no power to drive it. we believe, the English lines took : themselves. (hear, hear). She was at the West explain the exhibit and take orders was held detention for any such claim, that they may the American houses 15. A short India Focks, and members could go down and to be sufficient to constitute residence. while ago two German lines- the Hansa have the whole thing explained to them. Thus, if residence of the employer be the test Company, of Bremen, and the German- Theoritically the dangers pointed out might of liability under section 1, every foreign ship-Australian Steamship Company, of Hamburg- arise, but in practice the wave condition which ping corporation which has an effice in the cast envious eyes upon this shipting trade and might bring them about were never encountered. United Kingdom would be liable to all its workproposed to enter the Anglo-American conference and take part in the sailings. These German companies wanted four or five sailings | officials would be quite prepared to face the risk | whatever part of the world they may be. That Cobstantial share in a total annual trade of 34 appliance which Professor Lambert appeared to a law so pregnant with international possibilities wilings. At present we understand that the regard as so deadly and congerous. (Hear hear, might seem sufficiently improbable to make it merican houses strongly resent the German | and laughter.) trusion, and that the British lines-with the reption of Tyzer-also resent it. The Tyzer e has, however, joined with the two German G and has just announced the dates of g of three vessels (two German and one sh) from New York to Australasia. The Nof the joint Angle-General enterprise is Inited Tyzer Line." The first German . to sail is the Trantentels, which was ed to leave New York on April 20. lite war of rates against her has yet Yared by the American and the British of the conference (other than Tyzers), s is every reason to believe that they no to be squerzed out of their business way for Germans. We shall then asual devastating freight war, during ands will be carried from New York to in at much lower rates than those m this country, and British manufacbe penalized in competition with lican rivals.

VENTION OF SEA-SICKNESS. titution of Naval Architects has directly under Russian rule. But the cutaslitting to the consideration of the If the gyroscope to the steadying of. angh water, and the consequent the distress usually suffered by go down to the sea in ships. landsmen

White, late Chief Constructor Navy, read a paper based on experiment onducted by Dr. Otto Schlick or the application of gyroscopic apparatus to control and limit the rolling motion of ships when exposed to the action of ocean waves. These experiments were carried out on board the See-bar, formerly a first class torpedo-boat in the German Navy. The application of the gyroscope in the dirigation of torpedoes has long been a commonplace of naval architecture. but Dr. Schlick was the first to use this instrument to check the rolling of ordinary seconst. The Seebar was fitted with a gyroncope, which, in effect, was simply a fly-wheel, weighing half a too, having a diameter of one metre, a peripheral speed of 274 ft. and a rate of revolution of 1,600 times per minute. With this instru

SHIPPING AND THE WORKMAN'S ment is was found that the roll of the Sec-bar, which in her ordinary condition rolled COMPENSATION ACT. through an arc of 30 deg., was reduced to about

I dog, without any shock or jarring to the ship.

As soon as the gyroscope was put in motion the

immediate effect was to stop the rolling and

enable the vessel to run on a practically even

been approached hitherto. (Cheers.)

operate the gyroscope.

lity of its breaking loose.

per second, would be necessary.

estimate as being altogether excessive.

Sir William White dissented from this

Professor Biles and other speakers pointed to

RUSSIA IN MANCHURIA.

plete; and Russia has accepted her fate, wthi

cut any of that underhand precrastination and

diplematic delay in which her statesmen are

past-masters. Perhaps nothing could show

more completely the greatness of her fall.

For well over a century she had cherished

dreams of dominion in the Far East. Captain

Cook's officers met ber emissaries in the Behring

Straits and a few years afterwards there was

even a shadowy hope that Slavonic sway might;

extend past Alaska down the whole of that

Californian Pacific slope which the last effete

lingers. Russia was, indeed, driven back from

America. But that has only consolidated her

grip of Asia; and when the late Czar began the

construction of the Transcontinental Railway,

which sent out feeders south and east, the whole

continent north of the Himalayas seemed to fall

trophic encounter with Japan has ended all hopes

of annexing Chioa. If Russian statesmen are

wise, they will recognise that that chapter of

national history is at an end. Their proper

course in Asia now is to preserve what they have

retained, but to set their faces sternly against

rest of Europe and the Japanese in maintaining

the open-door in China. But if they endeavour to

build up again what has already faller, they may

have to encounter a still worse crisis at home

than they have just passed through. And there

are signs that it will need a great and united

Spaniards were still holding with nerveless

The evacuation of Manchuria is now com-

be of undoubted value in checking rolling.

A LEGAL CORRESPONDENT OF THE Times WRITES:-

The Workman's Compensation Act of last keel. Contrary to expectation, there was no tendency for seas to break on board over the Session and its effect upon the householder, weather side. Indeed the Sec-bar rose steadily the tradesman, and the business world in and evenly to the seas It was calculated that the general has been a good deal discussed of half-ton gyroscope on board was capable of chee- late, but little prominence has been given to cking the rolling motion when the waves in or- its connexion with the shipping industry and dinary circumstances would have caused the all who are interested in ships and seamen. vessel to roll through an arc of 54 deg. The Probably the extreme importance and fareffect of this in adding to the comfort of reaching nature of the Act has scarcely yet voyagers at sea could be easily imagined. been appreciated by those that go down to With regard to the application of the gyros- the sea in ships and those who employ them.

cope to ordinary vessels. Sir William WORKMAN EMPLOYED ABROAD. Apart from its special provisions with regard White thought shipbuilders ought to proceed gradually, beginning with yachts and passen- to ships and their crows the Act applies in ger steamers employed on coasting and cross- general to employment on board ship just as Channel services. The Hamburg-American much as to employment of any other description, Company had decided to make an experiment and here as in the case of other employments with one of their steamers employed in the the Act does not lay down any limits within passenger service between Hamburgand pleasure | which an accident must take place in order to resorts on the German coast. In ocean-going give rise to a claim for compensation. The passenger steamers the advantages of gyroscopes | opening words of the Act are perfectly general would be less important than in smaller vessels; | -" If in any employment personal injury by but the experiments showed conclusively that accident arising out of and in the course of gyroscopes could be designed within permissible the employment is caused to workman, his limits of size and weight which would exercise a employer shall be liable to pay compensation." sensible steadying effect upon even the largest Unless the Courts can introduce some limitation | that ship is found in any port or river of passenger steamers. For warships the possible based on general principles, there is nothing to England or Ireland or within three miles of applications of gyroscope were numerous, and limit the operation of the Act to employment the coast thereof, a Judge of any Court obvious that the great moments of inertia and place within or without the three-mile limit large metacontric heights would necessitate the | forming the boundary of territorial jurisdiction. installation of large and powerful gyroscopes | So long as the employer is in the United Kingpresent purpose it was only meressary to say | Court there seems no reason why any workman that Dr. Schlick's system opened up possibilities | simployed by him should not have the protection] for the future in regard to controlling the of the Act, and it seems quite probable that the rolling niotion of ships at sea which have not | liability will actually exist with regard to every workman employed by an employer who is with-Sir John Thornycroft, while admitting the in the United Kingdom whatever may be the possibilities of the gyroscope, did not consider part of the world in which the workman may accordingly. that ships were likely to be seriously affected actually be called on to work. It would thus by waves provided that their period of oscillation | cover the workpeople of all the numerous British | shall for the purposes of this section be deemed | prove of advantage to Siam in her negotiations | did not coincide with the wave-length; companies which employ labour in foreign to reside in the United Kingdom if it has an with other Governments. But in such circumstances the gyroscope would countries. (Such as Argentine railway com- office in the United Kingdom at which writs

gyroscope could be assfully employed in Parliament to impose on an employer liability pensation the person giving security shall be one time to create very serious-complications. checking the beel and the rolling cutters for all employes wherever they may be as a made defendant, and the production of the order Things were looking very black indeed before Electrical storage latteries might be employed condition of residence in this country, and the cf the Judge made in relation to the security the Treaty of 1893 - which was practically in such cases to furnish the motive power to employer being here the liability can be shall be conclusive evidence of the liability of wrong from the Siemese-was concluded, nor enforced against him in our Courts just as can the defendant to the proceeding; Professor Lambert said the gyrescope would any other liability for which legal proceedings It will be seen that this provision extends the some time afterwards, as there were features to undoubtedly be valuable in steadying a ship, may be maintained. In this connexion it must Act to every ship in the world, and thus the in this treaty which England could not accept, but he would like to know something as to the not be forgotten that the presence of the Act may have been intended to apply to every probable effect of the apparatus in equally defendant within the jurisdiction is, after all, nation so long as the remedy can be enforced weather, when a ship might be subjected to a the great test of his liability to be sued in our in the United Kingdom. If there is an owner spheres of influence in Siam. The buffer State sudden lurch. He rather thought it would Courts, the locality in which a cause of action available, the claim must be a personal one, require great care and attention in its use. He may have arisen is a matter of small importance. but if there be not any owner within the jurispointed out that the energy necessary to control There can be no question that the majority of diction, then a claimant may proceed in renv became aware of the approach of a two funnelled | the rolling of an ordinary cross-Channel steamer | persons employed on board a ship come within. | There is a possibility that section 11 was would be about 50,000 foot tons, or what was the definition of workmen, and, as a rule, every intended only to cover the case of a claimari. roughly, the equivalent of the muzzle-energy of owner of a ship is the employer, or one of the sing out of some accident which happened in and now, as I have remarked, great things are and as the danger became imminent the crew of a 12in, shell. He did not know if the Board of employers, of every member of the crew, and port, and as to which the claimant's Trade officials would contemplate with equani- liable to be sued in this country or in any only chance of recovering compensation mity the setting up of an apparatus with that | country where he may chance to be for wages | might be by proceedings in rem, but in energy in a passenger steamer, with the possibi- earned by the crew. This being the case, view of the world-wide character of the earlier rich provinces to their possessions in the Indothere does not appear to be any reason why provisions section 11 may be held to extend Chinese peninsula. Rice is grown in abundance, Sir William White: Is that your estimate such an owner, if within the jurisdiction, should the Act to all ships which trade with the and the revenue derived from taxation is by no not also be liable to have a claim for compensa. United Kingdom. It may be a somewhat means to be despised. The town of Battambang of what would be required in a Channel Professor Lambert said it was only a rough County Court or Sheriff's Court whenever a it is within the power of the British Parlia. 50,000. As a set-off to this very important conmember of the crew of his ship is incapacitated ment to make the right to the trade with the cersion the Siamese are represented as being mental calculation, but he estimated a gyroscope of sixteen tons, with a peripheral speed of 500it. or killed by accident arising out of and in the United Kingdom subject to such conditions as it eager for the restitution of Kratt and Dansai, the course of his employment.

APPLICATION TO FOREIGNESS. year the sailings between New York and the See-bar should be brought to London, so pation of a stand at a motor show at the insurance against claims under the Act, and Australasian posts numbered 34, of which, that members could examine the apparatus for Crystal Palace, with an agent in charge to should they desire to avoid the possibility of

and the theoretical deductions, therefore, did men-thatisto practically every person employed not apply. He believed the Board of Trade as a member of the crew of any of its ships, in year to be allotted to each of them, rather a | of putting on board a passenger steamer the Parliament should have thought right to enact incumbent on the Courts, if possible, to arrive, at a different conclusion, and to impose some territorial limitation upon the applicability of the Act. Any such suggestion of this kind is, however, at once dissipated by the express provisions of section 7, which seems to show that the Legislature actually intended to make the presence of the emploper within the United Kingdom at least the principal test. Section commences with this provision :- This Act shall apply to masters, seamen, and apprentices to the sea service and apprentices in the sea-fishing service, provided that such persons are workmen within the meaning of this Act and are members of the crew of any ship registered in the United Kingdom, or of any other British ship or vessel of which the owner, or if there is more than one owner the managing owner or manager, resides or has his principal place of business within the United Kingdom, subject to the following modifications." These modifications relate merely to procedure and subsidiary matters and do not affect the present subject. The important point is -What are the " vessels" comprised in the latter part of the above provision, "any other British ship or vessel of which, &c."! It seems clear that "vessel" is not limited to British vessels if such a word as distinct from "British ship" has any mraning, but comprises all vessels of which the or managing owner or manager appexation of further territory; and to assist the "resides," or has his principal place o

business in the United Kingdom.

first of these alternatives is probably the

most important, for, as has been seen

in the case of La Bourgagne, a foreign

which by having an office resides in the United

medifications as to procedure apply. The

| might easily average over £200 per head of the crew. Among some races the value of human life is not very high, and the minimum compensation of £150 for widow and family in case of death might even prove a cause for promoting accidents which might be attended by fatal results to European travellers as well as to the self-sacrifloing Oriental.

REMEDY AGAINST THE SHIP.

Since section 7 shows that Parliament has not limited the scope of its enactment by ordinary territorial considerations, it seems quite possible to attribute to it an intention to make its power felt in an even more world-wide manner than has been hitherto mentioned. After all, the presence of the defendant within the jurisdiction of the Court is not so important from the point of view of the plaintiff as the presence of some property out of which his claim can be satisfied. Parliament has indeed provided special procedure of a personal character for claims in respect of accidents to members of the crews of ships of which the owner or manager is within hail, but in section Il it has, where there is not an owner available gone a step further and provided a remedy against the ship itself whenever she can be found within the territorial waters of England or Ireland. Is not this an injustice to Scotland? If it is alleged that the owners of any ship are liable as such owners to pay compensation under this Act, and at any time the advantages of a steady gun platform were in the United Klugdom, and to do so would record in England or Ireland may, upon its great. It might be anticipated that experiments involve curious results. It can hardly be being shown to him by any person applying would be made before long with gyroscopic supposed that the Legislature intended that in accordance with the rules of the Court apparatus in destroyers and in the smaller classes | an Englishman taking his valet with him | that the owners are probably liable as such to of cruisers. It would undoubtedly be possible to to Paris should be liable or not for the pay such compensation, and that none of the arrangement, it is hoped that all friction will scoure greater steadiness of gun platform by result of an accident to his valet owners reside in the United Kingdom, issue henceforth disappear, and that the two neighneans of gyroscopic apparatus, although it was according as to whether the accident took and order directed to any officer of Customs, bours will be on the best of terms to the end of or other officer named by the Judge, require time, the more so as we are hearing little of ing him to detain the ship until such time as the "yellow peril" nowadays. These are the the owners, agent, muster, or consignee there- outlines of the treaty. to secure adequate extinctive power. For the dom and amenable to the jurisdiction of the of have paid such compensation or given security to be approved by the Judge to abide Battambang, Siam Resp. and Sisophon, and the event of any proceeding that may be French citizens and proteges are allowed to instituted to recover such compensation, and purchase land all over Siamese territory. costs as may be awarded thereon, and any such | France, on her side, restores the Kratt and officer of Customs or other officer to whom Danssi districts to Siam. The "concession the order is directed shall detain the ship to France on the right bank of the Mekong is

If the owner of a ship is a corporation it to certain juridical medifications which will can be served;

tion made against him and enforced in the dangerous stretch of its jurisdiction, but alone is said to have a population amounting to thinks fit, and it can hardly be said that it is more so as the occupation of the latter district exceeding its rights if it imposes on owners by the French shut them out from all com-If the amenability of the employer to the who, save under stress of weather or other munication between the basins of the Upper jurisdiction of our Courts be the test emergency, send their ships within the territorial Menam and Mekeng river. Now they will of applicability of the Act to him and his waters of its dominions the condition that they have their way. Only it will be remembered workmen, then the Act a plies to the work- stall grant to their crew the like benefits to that the French got Kratt in 1904 in exchange men employed by any foreign corporation those which Parliament has conferred upon the for Chantaboon, which they had held as a sort Professor Cremien, of the University of Paris, which has an office in the United Kingdom, crews of ships owned by its own subjects. Since of hostage since 1893. Anyhow, Siam is still illustrated the possibility of the gyroscope to If a foreign corporation hires an office and any ship trading with the United Kingdom on her legs as an independent country, and take on a rolling motion which might capsize a puts up its name to signify that it is carry may at any time ship seamen from our ports, it it is is more than might have been expected A freight war in the shipping trade between ship, and he described a pendulum of his own ing on business at such office, then so far is only right to secure to them and their families, fourteen years, ago. There is an idea that New York and Australia and New Zealand invention which he said would effectively control as the corporation can reside it is resident as fer as possible, the same rights which they the King of Siam may revisit Europe in the is threatened through the competition of two relling without any of the ricks of the gyrescope, as the office and may be served with legal would have had on board English ships, so that, connect a few months. German shipping companies. The present and which would be entirely automatic and process there. Thus the House of Lords even though the Act so far as it affects shipping held that the French Transatlantic company, may look like an attempt by Britannia to rule ixcludes such British lines as Buckmall Brothers, Sir-William White, in summing up the dis- which owned the ill-fated Atlantic liner La! the waves, such attempt may be founded upon a Tyzers, the Federal Line and Houlder Brothers | cussion, said he was convinced that there was | Bogggogne was resident at its office in London; | reasonable basis. It is, however, only fair that and such American ecadjutors as H. W. nothing but good in Dr. Schlick's apparatus, even, though other steamship companies the owners of ships which, may come to our Pestody, R. W. Cameren and Co., Arkell Sir John Thornycroft had recognised the shared that office and the agent in charge was shores should know of their liability beforehand, and Donglas, and Mailler and Quereau. Last merits of the invention, and had arranged that merely paid by commission. Even the occu- in order that they may secure themselves by

MME EMMA EAMES AND HER

HUSBAND.

at which such claims may be made.

STORY OF A MASKED HALL INCIDENT.

Mme. Emma Eames, the famous singer, born at Shanghai, is sning for divorce against her husband, Mr Julian Story, in consequence of an inc dent which happened during the winter on the occasion of a magnificent masquerade given by Mr. Story at Philadelphia. As he was himself unwell at the time be asked Mme. Enmes to come over from New York and act as

Mme. Fames, who was, of course, masked, was mistaken for a certain rich and beautiful. Philadelphian lady by two of the lady guests, who revealed to her, it is stated, an extraordinary story of her husband's infatuation for the lady in question. On discovering their mistake the gorsipers fied, but Mme. Enmes insisted upon an explanation from her bushand, and on failing to obtain it, separated from him immediately.—Central News.

SPEEDY STEEPLECHASERS

anyone doubts the superiority of the thoroughbred horse of to-day over his predecessors of a generation or two ago, therecords of the Grand National ought to remove his scepticism. Nearly seventy years ago -in 1838-this race was won by Lottery, a wonderful horse in his day, in 7sec. under 15min. Nearly 13min. was the average time until 1844, when Cureall won in 10min. 47sec. In the sixties and seventies there was a marked improvement in speed. although the average duration of the race was about 11min.; up to 1890 the time never fell below 10min., and often exceeded 11min.; but corporation "resides" at any office it may have since that year the time has seldom been outside in the United Kingdom. The Act therefore

appears to apply expressly to the crew of every 10min. In 1893 Cloister simply romped in, winning ship owned or managed by a foreign corporation by forty lengths in a canter in 9min. 42 2-5sec.. although he carried the extraordinary weight Kingdom, and in every such case the special of 12st. 7lb.; and six years later Manifesto equalled Cloister's record by carrying 12-st. to victory, thus, within fifty-five years, the duration of this race was reduced by well over foreign shipping companies have branch offices 5min.; so that Cloister ought to have been able in this country. The liability is not a trifling to give a start of a mile and half and have one, and in case of loss of a ship with all hands beaten Lottery over the Grand National course.

CHAMPAGNE THE TWENTIETH CENTURY

MOET AND CHANDON "WHITE SEAL' IMPERIAL." "DRY

SOLE AGENTS

H. PRICE & CO..

TELEPHONE No. 135.

WINE AND SPIRIT MERCHANTS. 12, QUEEN'S ROAD CENTRAL.

FRANCE AND SIAM.

THREE PROVINCES CEDED.

THE

Telegraph writes on March 25th :-Another treaty is on the eve of conclusion between the French and Siamese Governments. It is in some sort a corollary to the two treaties to which M. Delcasse appended his signature in 1904, and, as the Sinmese overnment is said to have acted quite spontaneously in this last matter, and to be fully satisfied with the new

Siam cedes to France the provinces of thus formed into a lease. France also agrees

Such is the tenour of the treaty, which is giving complete satisfaction here. It is the defi-General Sir John Stirling believed that the It is clearly within the right of the British In any legal, proceeding to recover such con- nite solution of a question which threatened at did matters assume a fairly reassuring turn for and laborious negotiations were necessary before she and France could agree as to their respective. theory was not popular here, but the late Lord Dufferin finally gained his point. The two treaties of 1904, which followed after a long interval, restored tranquility in a situation which was again fast threatening to become acute. anticipated from this naw and conclusive arrangement. The French certainly have no reason to criticise an agreement which virtually adds three

It is just affirmed that the treaty was signed

ut Bangkok las evening. The nove that the Siamese Government has consented to cede to France three provinces bordering upon the French colony of Indo-China is of little importance to the rest of the world, except that there thus passes into the possession of France the renowned temple of Angkor Wat. Without going so far as a recent traveller who has declared that it is "the noblest monument raised by the hands of man. we may well congratulate our friends upon their new treasure.

The temple is built in a most inaccessible spot about fifteen kilometres north of the large Cambodjan lake of Tonie Sap, and for many reasons is almost outside the region open to even an energetic traveller. It is perhaps easiest for a visitor to make his way from Saigon to Phompenh, and then take one of the trading boats which from February to May ply between the capital and Siemreap. The lowness of the water for the rest of the year makes a long and uncomfortable land journey necessary.

Angkor Wat stands in its own jungle, and

kneedeep in its own sacred pools, and faces the west. In plan it is about 270 yards in breadth by 330 yards in length. - This is the outer! gallery, or corridor, supported on square pillar, and still containing upon every part of its wall surface the exquisite soulptures in low relief which are the glory of the place. Both sides of the gallery are thus carved with stronglydesigned and delicately-executed scenes often strangely like the carvings at Abydos in Egypt, or, as Mr Thompson has pointed out in his excellent description of the temple, those of Assyria. This form of minute mural decoration is characteristic of tropical Buddhist temples. Boro-bodoer, the gigantic temple in the middle of Java, which is an even vast-r piece of human construction than Angkor Wat, has ent upon the five concentric galleries which embrace the pyramidal structure a strip of most exquisitely delicate carving in deep relief about 6ft in height so far as I can remember -and over three miles in length. No wonder building of the Great Pyramid was a work of tention in the hands of a British company human labour far less than that of the masons of Boro-bedoer.

Inside the great court thus formed fourth in area, is formed upon a law ramp of coni system was, and was likely to remain, earth and stone. The gallery from is still preserved with pyramidal towers of slight elevation at the corpers. Once within this second court the central building, that which dominates the landscape for miles, overhangs the visitor. It is square, about sixty or seventy yards each way, and from each corner rises a lofty pyramid. In the centre is a court divided into four smaller once by two open colonnades, at the intersection of which is the central spire. This at one time reached a height of over 200ft, and upon it and the four attendant spires there is the richest carving, and innumerable recesses still retain

The Paris correspondent of the Daily ROBINSON PIANO CO., LTD.

MACHINES

RECORDS.

NEW STOCK JUST ARRIVED

LARGE AND VARIED ASSORTMENT

MUSIC:

LATEST COMIC OPERA SCORES

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906.

their images of the Buddha. Next to Borobodger and the two great pyramids of Gizeh. Angker Wat, which has to-day passed into the hands of the French, is probably the most gigantic structure ever raised by human hands. It is well that its furture is to be cared for by so appreciative a people as our neighbours across the Channel.

WIRELESS TELEGRAPHY.

MAY BECOME PART OF THE OUTFOR OF EVERY STEAMER,

Mr. Babington Smith, secretary to the General Post. Office, gave evidence before a Select Committee of the House of Commons on

the Radiotelgraph Convention. Having given the committee a description of the apparatus in use, the witness said that signals had actually been transmitted across the Atlantic, but in the present state of the system communication could not be maintained with regularity over such long distances, especially during the daytime. The maximum effective range was from 1,000 to 1,500 miles possibly more but the state of affairs was changing

almost from menth to mouth. As regarded ordinary ship and shore stations. the range varied between 50 and 300 miles. according to the power of the shore station. So far, no satisfactory method of confining the sound waves to the particular direction required had been invented.

The general use of wireless telegraphy he considered, was on the increase, but in the present state of the invention he did not think it was likely to compete with, or supersede. the use of cables in Transatlantic communication. There would be an extensive field for its use in 't ransatlantic communication, but he thought it would be as a subsidiary process to cables, and not, so far as he could see at present, in substitution.

In the event of war, of course, it would become very valuable. At present the main use was confined to communication with shire. The system provided entirely new facilities, and it. was in that, connection that the development had been principally made,

Replying to a question as to whether he axpected the use of wireless telegraphy on board ship would be greatly extended, witness said that as its advantages against matitime dangers became more realised, he quite expected its use would be much extended, and would not be surprized if an installation of wireless telegraphy were to become part of the outfit of every

The primary object of the Berlin Convention was to accelerate ship and shore communication. first of all by international rules governing the acceptance and transmission of telegrams. The Chairman. If the Marconi monopoly were established would it not ensure the re-

Mr. Babington Smith replied that three things had to be taken into consideration. First they had to decide whether the Mur-British company deserving of consideration; and thirdly, was it possible to carry out the policy of a monopoly. He feared they would all meet with objections.

Replying to chairman's quation as to what would be the result if Great Britain decided not to ratify the Convention; the witness said that in any cases it would come into force. There was no reason to think that any of the three countries would refuse to ratify it. and if Britisin refused to do so. British ships and stations might be subjected to interference

by foreign ships and stations. The committee adjourned.

effort to keep China from closing her markets to the world.—Globe. The personality of every man is that in him which takes all events that happen to him or come within the range of his knowledge, all international importance of such a provision is ideas he entertains or has entertained, all very great when it is remembered how many experinces he has or shall have, and binds all these past and present, near and remote, similar and diverse, into one continuous whole which he

calls his life.

Communications respecting Advertisements, Bubscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of Daily Priess should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. .

Advertisements and Subscriptions which are nor ordered for a fixed period will be continued until countermanded;

NEW ADVERTISEMENTS

NOTICE.

FETHE Public are hereby informed that MR. PRITAMDASS DHARAMDASS, who for a few months past has been the Manager of our Firm is no louger in our employ and that we do not hold ourselves responsible for any debts contracted by him in our name. JAYARMAL TEJOOMAL & CO Hongkong, 25th April, 1907.

NOTICE.

the Undersigned, for the last few months Manager of the Firm of Misses, JAVARMAL TEJOOMAL & CO., severed my connection with the Firm on 1st April,

PRITAMDASS D'ARAMDASS. Hongkong, 25th April, 1907. DEVONIAN SOCIETY.

Members intending and Devonious wishing to be present are requested to send in their

M. S. NORTHCOTE, Hon, Secretary. Care of Hongkong Club. Hongkong, 26th April, 1907.

KOWLOON CRICKET CLUB.

SECOND ANNUAL CHILDREN'S SPORTS

HELD AT KINGS PARK, KOWLOON,

SATURDAY, 27th April, 1907, 2.15 P.M. PROGRAMME. SUBJECT TO ALTERATION. 1-2.15 P.M. BOT'S RACE-100 yards (H'cap) Ages 12 to 14 ...3 Prizes. 2-2.15 P.M. GIRL'S RACE-75, yards

(H'cap) Ages 12 to 14 3 Prizes. 3-2.30 P.M. BOY'S, THREE LEGGED Rack—(H'cap) Age under 12 ...6 Prizes. 4-2.30 P.M. GILL'S-50 yards Skipping Race (H'cap) Ages under 14 3 Prizes. 5-2.45 P.M. BOY'S RACE-75 yards (H'cap) Ages 10 to 12 6-2.45 P.M. Girlis Race-50 yards (H'cap) Ages 10 to 12 7-3 P.M. BOY'S SACK RACE-40 yards (H'cap) Ages 11 to 143 Prizes. 8-3 P.M. GIRL's-Skipping Com-

petition Ages 10 to $12 \, \Lambda_c$...3 Prizes. 9-3.15 P.M.-PRIZES which have been kindly presented by Mesara. SKINNER. LOJAN, GOLDSMITH and CHEE to the CLUB for the best batting and bowling averages will be handed to the Winners. League Shield presentation by Mr. W. D. BRAIL WOOD.

10-3.30 P.M. BOY'S RACE-50 yards -(H'cup) Ages S to 10 11-3.30 PM. GIRL'S RACE-50 yards (H'cap) Ages 8 to 10 3 Prizes. 12-3.45 P.M. Boy's Egg and Spoon RACE-50 yards (H'cap under 14...3 Prizes. 13-3.45 P.M. GIRL's -Skipping Com-14-4 P.M. Boy's RACE-35 yards (H'cap) Ages 6 to 8 3 Prizes. 15-4 P.M. GIRL'S RACE-35 yards (H'cap) Ages 6 to 8 3 Prizes.

INTERVAL FOR TEA. 16-4.30 P.M. Boy's SACK RACE-25 yards Ages 8 to 11 17-4.30 P.M. GIRL'S EGG AND SPOON 18-4.45 P.M. GIRL'S RACE-25 yards (H'cap) 3 to 5 Prizes.

19-4.45 r.m. Boy's Race-25 yards (H'cap) Ages 4 to 6 Prizes. 20-5 P.M. GIRL'S RACE-25 yards (H'cap) Ages 4 to 6 3 Prizes. 21-5 P.M GIRL'S RACE-20 yards

22-5.15 P.M. Boy's Hopping Race-20 yards (H'cap) under 12 ... 3 Prizes. 23-5.15 r.m. GIRL's RACE-25 yards (H'cap) Ages 4 to 6 3 Prizes. 24-5.30 r M. Boy's Sack Race-20 yards Ages 6 to 83 Prizes. CONSOLATION RACES FOR BOYS AND GIRLS. Refreshments.

Clowns.

Hongkong, 26th April, 1907. TO LET.

Bran Tub.

WAIR VIEW, No. 1. Robinson Road, cheerfully situs ed immediately below. Sir Paul Chater's mansion, containing Six Commodious Rooms with Verandahs and Large Halls, has a commanding view of the Larbour, and is in the healthiest location and has a small front Garden. Possession can be had from 1st June.

Apple to-DAVID SASSOON & Co., LTD. Hougkong, 26th April, 1907. TO LET.

ROUND FLOOR of No. 4, Des Vour Road including a Strong Room and servant's quarter. ROOMS on Second Floor of VICTORIA Building, No. 5, Queen's Road Central, suit-

able for Offices. No. 3, Pedders Hill, comprising of 5 Rooms without hou es, occupation from 1st proximo. Apply to-

DAVID SASSOON & Co. LTD. Hougkong, 26th April, 1907.

PUBLIC AUCTION.

HE Undersigned have received instructions from the Captain Superintendent | ... OF POLICE, to soll by Public Auction.

On WEDNESDAY, the 1st May, 1907, at 11 A.M., at Bowrington Canal (as she now lies). THE FLOATING FIRE ENGINE, Built of Teakwood in 1897. Length - - - - 60 feet. Breadth - - - 12 - - - - 6 .. Depth

TERMS :—As usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 26th April, 1907.

12th June.

ADVERTISEMENTS

IN THE MATTER of the TRADE MARKS ORDINANCE 1898 AND IN THE MATTER of the application of HUI WING KWONG for leave to Register a TRADE MARK thereunder.

INTOTICE IS HERFBY GIVEN that HUI WING KWONG carrying on business as a Button Manufacturer under the style or firm of HUI NG HANG, at No. 44, Shoung Kau Po Street, Canton, in the Empire of China has on the 5th day of October, 1006, applied for the Registration in Hougkong in the Register of Trade Marks of the following Trade Mark

-The device of an Animal representing an ELEPHANT with its trunk extending downward with the end thereof curled upward showing three legs standing on a line and part of a fourth leg in a slanting position. A tuck is shown protending beyond the said trank. In the head of the Elephant is shown one eye and one ear is hanging from the top of the head down the shoulder of the Elephant. Upon its body are configured seven lines with a tail The El-phant is encircled by a line of eval shape and another fancy line or border of similar shape equidistant throughout its extent defines the outer extent of the device. Between the said two lines appearing along the top of the said device are five Chinese characters the true translation whereof is Hull No Hand OLD FIRM. In the contre right hand side between the said two lines is a Chinese character representing "Kwong" and on the corresponding THE ANNUAL DEVONIAN DINNER left hand side is a Chinese character represent. will be held at the HON skown Horen, ling "Tung." The two Kwong Tung lefer to on SATURDAY, the 4th May, at 8 P.M. and are the Chinese sounds representing the province of which Canton is the Capital, Running along the bottom between the said two lines from left to right are the English characters "Hui Ng HANG" and the applicant disclaims the right to the exclusive use of the Chinese characters except in so far as they

consist of his name. The Trade Mark has been used by the appli cant in respect of the following Goods in Class 50 (8) BUTTONS of all kinds other than of Precious Metals and imitations thereof since May,

A facsimile of the said Trade Mark can be seen at the Office of the Colonial Secretary of HOUGHORS

Dated the 25th day of April, 1907. OSWALD D. THOMSON. Solicitor for the Applicant, 15, Queen's Road Central, Hongkong.

IN THE MATTER of the TRADE MARKS ORDINANCE 1893. AND IN THE MATTER of the upplication of HU1 WING KWONG for leave to register a TRADE MARK thereunder.

TOTICE IS HEREBY GIVEN that HUI WING KWONG carrying on Insiness as a Button Manufacturer under the style or firm of HUI NG HANG, at No. 44, Sheung Kau Po Street, Cant in, in the Empire, of China, has, on the 23th day of March, 1997, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark :-

The device of an Animal representing an ELEPHANT with its trunk extending d waward with the end thereof carled apward showing three legs standing on a line and part of a fourth leg in a slanting position. A tust is shown protending beyond the said trunk. In the head of the Elephant is shown one eye, and one ear is banging from the top of the head down the shoulder of the Elephant. Upon its body are configured seven lines with a tail. The Elephant is encircled by a line of oval shape and another fancy line or border of similar shape equidistant throughout its extent petition Age 9 and under ... Between defines the outer extent of the device. Between the said two lines appearing along the top of the said device are five Chinese characters the true translation whereof is Hut No Hand OLD FIRM. In the centre right hand side be ween the said two lines is a Chinese character representing "Kwono" and on the ...3 Prizes, corresponding left hand side is a Chinese character representing "Tong" The two RACE-40 yards Age 14 & under ... 3 Prizes. Kwong Tung refer to and are the Chinese sounds representing the province of which Canton is the Capital. Running along the bottom between the said two lines from left to right are the English characters "Hur No HANG" and the applicant discisims the right to the exclusive use of the Chinese characters.

except in so far as the consist of his name The Trade Mark bes been used by the applicant in respect of the following goods in Class 14 :- Buttons made of Precious Metals and imitations thereof since May, 1905. A Facsimile of the said TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 25th day of April, 1907. OSWALD D. THOMSON. Solicitors for the Applicant, 15, Queen's Road Central. Fougkong.

DOUGLAS STAEMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"HAIMUN." Captain A. J Robson, will be despatched for the above Ports, on MONDAY, the 29th inst., at Noon. For Freight or Passage apply to.

DOUGLAS, LAPRAIK & Co., General Managera. Hongkong, 26th-April, 1907.

SOUTH AFRICAN LINE.

FOR DURBAN. THE Steamship

"HELIOPOLIS." Captain Ket ey, will be despatched as above on or about 15th May. For Freight, apply to

GIBB, LIVINGSTON & Co., Agents. Hongkong, 25th April, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship "NORMAN PRINCE," Captain Barrett, will be despatched for the above Ports on or about WEDNESDAY, the

For Freight or Passage, apply to ARNHOLD KARBERG & Co. Hongkong, 26th April, 1907.

ADVERTISEMENTS

THE TRADE MARKS ORDINANCE. APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that JAMES BUCHANAN & COMPANY. LIMITED, of London, England, Glasgow Mulben, and Spayside, Scotland, have on the 20th day of February, 1997 applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

> HE SUOH RED ELECTEI -SCOTCH S MA ONS. WHISK

in the name of James Buchanan and Com-PANY, LIMITED, of London, England, Glasgow, Mulben and Speyside, Scotland who claim to be the sole proprietors thereof. The Trade Mark has been used by the app'i-

cauts since 1883 in respect of Whisky in Class A facsimile of the Trade Markious by seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the undersigned.

Dated this 25th day of April, 1907. BRUTTON & HETT, Nos 39, 41 and 43, Des Voeux Road, Victoria Hongkong. On behalf of the applicants

JAMES BUCHANAN & CO. LIMITED. THE TRADE MARKS ORDINANCE.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NTOTICE IS HEREBY GIVEN that HOLBROOKS, LIMITED of Birmingham, England, bave on the 1st day of March, 1907, applied for the Registration in Hongkong in the REGISTER OF THADE MARKS, of the following TRADE MARK:-



the name of HOLBBOOKS, LIMITED of

Birmingham, England, who claim to be the sole proprietors thereof. The TRADE MARK has been used by the

applicants since 1877 in respect of SAUCES, PICKLES AND VINEGAR IN CLAS 1 42.

seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the undersigned Dated the 25th day of April, 1907. BRUTTON & HETT.

Nos. 39, 41 & 43, Des Voeux Road, Victoria, Hongkong. On behalf of the Applicants HOLBROOKS, LIMITED.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

baving arrived, Consigness of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the bazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless. notice to the contrary be given before THURSDAY, the 25th inst, at 10 A.M. No Claims will be admitted after the Goods | THE TRADE MARKS ORDINANCE. have left the Godowns, and all Goods remaining undelivered after the 1st May, will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May, at 9.30 A M. All Claims must reach us before the 8th May, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD, MELCHERS & Co.,

Hoogkong, 25th April, 1907.

FOR SALE.

ART RELIEF NOVELTIES Artistic Pictorial and View Postcards, POSTAGE STAMP CATALOGUES For 1907. Albums for Stamps and Postcards of

the Latest Editions. A Collection of 3,000 STAMPS FOR \$125. Postage Stamps in sets, packets, bags, &c. at prices to suit any buyers. GRACA & CO.,

Hongkong Hotel Corridor. Honghong, 22nd April, 1907.

WANTED.

COMPRADORE, having business connections throughout the South of China and able to provide substantial security consistin of landed property in Hongkong to the extent of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to DENNYS & BOWLEY. Hongkong, 5th April, 1907.

NOTICES OF FIRMS

NOTICE.

TATE have this day authorized MR. RUDOLF LAURENZ to Sign our Firm's name Per Procuration. CARLOWITZ & CO. Hongkong, 15th April, 1907.

NOTICE.

TITE have this day authorized Mr. ETTORF WW MARCENARO to sign our Firm's name per procuration. CARLOWITZ & CO. Hongkong, 23rd April, 1907,

SPECIAL NOTICE.

GREAT NORTHERN' STEAMSHIP CO St. Paul, Minn., April 1, 1907.

EFFECTIVE this date, Mr. C. F. McWILLIAMS is appointed ACTING GENERAL AGENT, with headquarters at YOKOHAMA, Japan, vice MR. J. S. VAN BUREN, resigned.

HOWARD JAMES, Vice President, Great Northern S.S. Co.

B. CAMPBELL, 4th Vice President, Great Northern Railway Co. 806

AUCTIONS

PUBLIC AUGTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY),

the 27th April, 1907, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street). 200 Cases DUNDER WHISKY. No. 10 WHISKY, ROYAL CROWN WHISKY

FINE PALE BRANDY. E. REMY MARTIN & Co.'s COGNAC. HOCK. RUDESHEIMER.

HOCKHEIMER. SCHARZHOFBERGER. 14 Cases CORNED BEEF.

Hongkong, 26th April, 1907.

TERMS:---As usual. HUGHES & HOUGH, Auctioneers.

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

AVOURED with instructions, will sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), 27th April, 1907, at 2:30 P.M., at his Sales Room, No. 84 Queen's Rd. Central,

A Collection of JAPANESE CURIOS. SATSUMA, CLOISONNE, BRASS and BRONZE WARES, EMBR IDERED SILK BEDSPREADS, WALL HANG-INGS. KAKIMONOS, EMBROIDERED SCREENS and FIRE SCREENS and TEA SETS, etc., etc.

TERMS :-- As usual. On View from Friday, the 26th inst. Hongkong, 25th April, 1907.



A Facsimile of the TRADE MARK can be DARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 29th day of April, 1907, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the Governor of One Lot of Crown Land at Lai Chi Kok, New Kowloon, in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Ront. to be fixed by the Surveyor of His Majesty the King, for remainder of term of Lease from China or fer one further term of 75 years if competent for the Colonial Government so to

make it.

No. of Sale.	Registry No.	Lecality.	Me	Воид Алит	dary	is.	intents in Sa. feet.	inital Rept.	Upset Price,
2	72	in a	¥,	я.	31,	W,		An	5
	of of	ąj.	et.	fi	tţ.	t.			#
1	New Kowle Marine L No. 3.	Gi Chi Kol	150 Abt,	150	930	930	Abunt 140,250	1,308	250 .1 1

NOTICE IS HEREBY GIVEN that LI SHAP YAF of No. 7, Lee Yuen Street West. Victoria, Hongkoug, carrying on business under the style of LI WONG KEE, has on the 29th January, 1907, applied for the Registration in Hongkong in the REGISTER OF TRADE MARKS of the following TRADE MARK:-

in the name of Lt Shap Yar who claims to be the sole proprietor thereof. The TRADE MARK has been used by the Applicant in respect of the following goods :-VARNISH IN CLASS 50. A Facsimile of such TRADE MARK can be

seen at the Office of the Colonial Secretary of Hongkong. Dated the 22nd day of March, 1907. F. X. D'ALMADA E CASTRO, Solicitor for the Applicant.

COMPANY

THE CHINA-BORNEO COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THIRE FOURTH ORDINARY YEARLY 702 MEETING of Shareholders of the above Company will be held at the Company's Office, St. George's Building, on SATURDAY, the 27th April, 1907, at 12 o'clock NOON, to receive a Statement of Accounts to the 31st December, 1906, and the Report of the General Manager and Consulting Committee and to elect a THE HALF-YEARLY MEETING of of Manila, have been LOST, and if at the Consulting Commit ee and Auditor. will be CLOSED from the 13th to the 27th April, both days inclusive.

J. WHEELEY, General Manager. Hongkong, 10th April, 1907.

PUBLIC COMPANIES

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26 The Bund, Saanghai, on FRIDAY, the 20th April, 1907, at 4.30 o'clock P.M. precisely for presentation of the Report of the Directors and the Accounts to the 31st December, 1994 the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 22nd of April, to the 26th April, 1907, both days inclusive. Members holding proxies for absent Shareholders must deposit same with the SECRETARY for Registration at least Forty-Eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON.

Shanghai, 9th April, 1907.

THE MAN ON INSURANCE COMPANY

LIMITED, NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the MAN ON INSURANCE COMPANY LIMITED will be held at the

Company's Registered Office No. 2, Queen's Road West Victoria, Hongkong TO-MORROW SATURDAY, the 27th day of April, 1907, at 12 o'clock NOON, when the subjoined Resolution will be proposed:-1. That clause 3 of the Memorandum of

Association be altered by inserting after the words "the objects for which the Company is established are" the words "Sub-clause A", and by adding at the end of "Sub-clause A" new sub-clauses to be lettered B and C.

(B) To insure against loss or damage by fire all houses and all other buildings and erections, treasure, household furniture, goods, wares, merchandise, chattels and effects whatsoever in Hongkong. China, Japan or elsewhere and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above

(c) To re-insure any risk in whole or in

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convenes.

CHAU SIU KI. Secretary. THE CANTON INSURANCE OFFICE

Dated the 13th day of April, 1907.

By Order of the Board.

LIMITED. NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE LIMITED, will be held at the Offices of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 27th day of April, 1957, at 12.30 o'clock in the afternoon, when the Subioined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 2nd April, 1907, will be submitted

for confirmation as Special Resolutions:-1. That the following alterations be made in the Articles of Association, viz: (a) That the definition "Jardine, Mathe-

son & Co." be eliminated from Article No. (b) That Article No. 10 be eliminated. (c) That Article No. 11 be eliminated and the following Article substituted therefor:

" Messrs, Jardine, Matheson & Co. Ld.

shall be and they are hereby appointed the General Agents of the Company so long as they shall hold two or more Shares in the Company and the Managing Director in the East of -Messrs. Jardine, Matheson & Co., Ld., or in his absence the person for the time being in charge of the business of

in Hongkong shall be the Chairman of the Company. (d) That the words "or the Corporation he represents" be inserted between the word "he" and the word "hold" in S.S.

Messrs. Jardine, Matheson & Co., Ld.,

1 of Art. No. 18. (e) That at the end of Article No. 95 the THE HONGKONG ELECTRIC CO., LD. following words be added. "And whon

such Public Company or Corporation." (f) That at the end of Article No. 103 the | Statement of Accounts to 28th February, 19 following words be added. "All signatures of the General Agents may be subscribed by such person or persons as will be CLOSED from 25th April to 8th may from time to time be thereunto both days inclusive. authorized by the General Agents."

(g) That the words "or the" be inserted at the end of line 2 of Article No. 109 and the words 'members of the firm of " be eliminated from the third line of Article No. 109 and the words "a shareholder of Messrs." be inserted i stead and that the word "Ld." be inserted between the word "Co." and the word "or" in the 4th line of Article No. 109.

(h) That the words "and to the Common any act from time to time in force and \$5.00 per Share, which was made on Article No. 136. i) That the word "ten be eliminated from

the 5th line of Article No. 14 and the word "Fifteen" inserted instead. 2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Dated the 2nd day of April, 1907. By Order, JARDINE, MATHESON & CO., General Agents.

HONGKONG JOCKEY CLUB.

NOTICE.

the above Club will be held in the expiration of one month from the date hereof, The TRANSFER BOOKS of the Company | CITY HALL TO-DAY (FRIDAY), the 26th | the above Documents be not forthcoming, other April, at 12.30 P.M. By Order,

> Clerk of the Course. Hongkong, 12th April, 1907.

T. F. HOUGH,

PUBLIC COMPANIES

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Offices of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 27th day of April, 1907, at 12.45 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 2nd April, 1907. will be submitted for confirmation as Special Resolutions:--

1. That the following alterations be made in the Articles of Association, viz:-

(a) That the words "Company or Corporation" be inserted between the word "person" and the word "for" in the second line of the definition of "The General Managers" in Article No. 2.

(b) That Article No 9 be eliminated and the following Article substituted therefor: "Mesars, Jardine, Matheson & Co., Ld. shall be the General Managers of the Company and so long as they shall continue to be such General Managers the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ld. or in his absence the person for the time being in charge of the business of Messrs, Jardine, Matheson & Co., Ld. in Hongkong shall be the Chairman

of the Company." (c) That at the end of Article No. 94 the following words be added "All signatures of the General Managers may be subscribed by such person or persons as may from time to time be thereunto

authorized by the General Managers." (d) That from the beginning of S.S. 5 down to and including the words." Head Office" in the 6th line of 8.8.5 of Article No. 95 be eliminated and the following words be inserted instead : "So long as Mesars, Jardine, Matheson & Co., Ld. shall be the General Managers of the Company the signature of the said Messrs, Jardine, Matheson & Co., Ld. shall be necessary to all cheques drawn for any purpose on the funds of the Company at its Head Office."

(e) That the words "and their assigns or (as the case may be)" be inserted between the word "Managors" and the word "their "in the first line of Article No. 99. (f) That the word "their" in the first line of Article No. 100 be eliminated and the words "and the" be inserted instead and that the words "of any General Managers" be inserted between the word "administrators" and the word "shall" in the second line of Article No: 100.

(g) That the words "and to The Common Law Procedure Act 1854" in lines 5 and 6 of Article No. 129 be eliminated. (h) That the words "to the payment of Bonus and Dividend and" be oliminated from line one of Art No. 6. (i) That at the end of Article No. 20 the

following words be added: "Every such statement of account shall be accompanied by a report of the General Managers and of the Consulting Committee as to the state and condition of the Company and as to the amount (if any) which they propose should be carried to the Reserve Fund and as to the amount which they recommend to be paid out of the profits by way of dividend."

(j) That Article No. 110 be expunged.

(k) That the words "if practicable" be inserted between the words "Reserve Fund 'and the words "shall consist" in Article No. 111 as constituted by the Special Resolution of of the 16th day of March, 1887. That Article No. 112 as constituted by the Special Resolution of the 16th day of

March, 1887 be expunged and the following Article be substituted therefor namely. "112. Subject to Article No. Ill the profits of the Company shall be appropriated in each year in such manner as shall be determined by the yearly Meeting of Shareholders held in pursuspce of Article No. 64 " (m) That Articles Nos. 113, 114, 115 and

116 be expunged. 2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from

By Order, JARDINE, MATRESON & CO.,

Dated the 2nd day of April, 1907.

and including the 1st day of May, 1907.

General Managers,

any Share or Shares is or are held by a Public Company or Corporation the EIGHTEENTH ORDINARY GEN Secretary, Manager person for the time ERAL MEETING of the Shareholders will being in charge of the business of or be held at the Company's Offices, St. George Agent of such Public Company or Building, on WEDNESDAY, the Str May, Corporation shall be entitled to vote for | 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with and electing Directors and Auditors. The TRANSFER BOOKS of the Com

> By Order of the Board of Directors, GIBB, LIVINGSTON & CO. Agents. Hongkong, 22nd April, 1907.

THE HONGKONG ELECTRIC. TOTICE IS HEREBY GIVEN Undermentioned Shares have been declared FORFEITED in co. Law Procedure Act 1854 and every or of the NON-PAYMENT of the Fin applicable thereto" be eliminated from day of September, 1905, and was pay Ist day of December, 1905, viz:-Nos. 38951; 47548/17551; 48 11

all 9 Shares. By Order of the Board of Dire GIBB, LIVINGSTON Agente. Hongkong, 22nd April, 1907.

NOTICE. THE CHINA FIRE INSURANCE CO.,

THE CERTIFICATES Nos. 7735/7738 Nos. 876/880; 14981/14995, 19036/19040, 6746/6760 and 1811/1860 in this Company, Certificates will be issued by the Company, and thereafter no other will be acknowledged.

GEO. L TOMLIN.

-LIMITED.

standing in the name of Mr. ARNOLD DITIMAR

Dated 12th April, 1907.

Secretary.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

4.				
ž. 1	POR	STRAMERS	TO BAIL	HRMARKA.
MAMA	BE and YOKO-Co			
SHANGHAI		VANHA	About 3rd May.	Freight and Passage.
	, VIAUSUAL PORTS AR			
For	r further Particulars, app	oly to		
		•	E. A. HE	WETT,

Superintendent.

Hongkong, 24th April. 1905

NAVIGATION CHINA LIMITED.

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Mongkong, 25th April 1967. NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

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BUTTERFIELD & SWIRE.

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	*				
•	FOR		STEAMERS		TO SAIL.
KUDAT a	ad SANDAKA	N	"BORNEO" Capt. F. Sem	,	Wednesday, 1st May at 9 A.M.
	MA and KOBE		" PRINZ WALL Capt. W. voz	DEMAR" '	About Friday, 3rd May.
NAPLES, SOUTH	AMPION, A	BRALTAR, NTWERP	PRINZ EITEL F Capt. E. MAL	RIEDRICH"	Wednesday, 8th May, at Noon:
SHANGH	EMEN [AI, NAGASA] KOHAMA	KI, KOBE	"GNEISENAU Capt. G. Ba	LIE	About Wed'day Sth May.
AS A STEE A	NEW GUINE SYDNEY&ME	A. BRIS-)	Capt. W. von		Thursday, 23rd May.
•	For further Part	acciars, spply	NORDDEUT	SOHER	LLOTD,

MELCHERS & CO... GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th April, 1907.

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"EMPRESS OF	F CHINA" 6,000	100	THOUSDEL, FOR OW,	3 101

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AND AMOY

r. Arima, Manager.

at 9 A.M.

JAVA-CHINA-JAPAN LIJN

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	JAVA,	CHINA AN	ID JAPAN.	-
STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG.	JAPAN	Second half of April	JAVA PORTS	Second half of April
TJIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIMAHI	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIBODAS	JAPAN	Second half of May	JAVA PORTS	Second half of
TJIKINI	JAVA	First half of	JAPAN	Second half of June
TJILATJAP	IN PORT		JAVA PORTS	Second half of June

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NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LENNOX." . FROM GLASGOW, LIVERPOOL AND

STRAITS. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.,

at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject

- All Claims against the Steamer must be presented to the Undersigned on or before the 11th May, or they will not be recognised, All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 29th inst., at 3 P.M. No Fire Insurance has been affected Bills of Lading will be countersigned by DODWELL & Co., LTD.,

Hongkong, 23rd April, 1907.

Agents.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES. FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"PERSIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 37th inst, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst. will be subject to reut.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Hongkong, 23rd April, 1907.

NATAL LINE OF STEAMERS

HE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO. CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

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PLAN OF FOREIGN CONCESSION, SHANGHAL; PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA PLAN OF THE PEAK

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PLAN OF MANILA PLAN OF SAIGON PLAN OF SINGAPORE

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with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hougkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:-TREATIES WITH CHINA

Great Britain :- Nanking, 1842; Tientsin 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Barmah Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention,

France: Tientsin, 1858; Convention, 1860; Tientsin, 1835; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. United States:-Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903. Germany: Tientsin, 1861; Peking, 1830;

Kiaochau Convention, 1898; Railway and Mining Concession, 1898. apan :- Shimonoseki, 1895; Liaotung Con vention, 1895; Commercial, 1896; New Ports | or Collequial Chinese. 1896. Supplementary Commercial, 1903.

Russian;—S. Petersburg, 1881; Russian Land Trade, 1881. Portugal, 1888; Commercial Treaty, 1994 FINAL PROTOCOL made between China and

Eleven Powers, 1901. TREATIES WITH JAPAN Great Britain, 1894; Duties Convention 1895 -Russia, Agreements as to Corea; Unite; States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace-Treaty) 1905.

TREATIES WITH CORNA Japan, 1876; Japan Supplementary, 1876; Japan, 1905, United States, 1882; Great Britain, 1895.

TRHATIES WITH SIAM. Great Britain, 1856, and 1893; France, 1893 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siames Frontier. Great Britain and Russia, Railway Convention

CUSTOMS TARIFFS TRADE REGULATIONS China, Japan, Siam, Uorea.

LEGAL DOCUMENTS Orders in Council for Government of H.B.M.'s Subjects in Chiua and Corea, and in Sian, Rules of H.B.M.'s Supreme and other Courts in China, No.; Tables of Court and Consular Feen; Charter of the Colony, of Hongkong, Malay States Federation Agreement, Table of Hongkong Court Fees, Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States: United States Consular and Court-Pees; Rules of Court of Consult of Shanghai Chinese Passenger Act; Hongkong Licences, Trade Marks, and Latters Patent Foes; Port Regulations for China; Harbour Regulations

THE CHRONICLE and DIRECTORY, atthough condensed in every possible manner, con

tains every year more pages. It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of &i is, at watch

it was originally published. It is published at the Office of the Hongkong Dully Press; and can be had from, and Advertisements sent through the principal Booksellers in Asia and through ;-LONDON "Hongkong Daily Press" Office.

131, Floot Stroot, E.C. LONDON Mr. F. Algar, 11, Cloment's Lane LONDON Messrs. G. Street & Co., Ld. 30, Cornhill, E.C. PARIS Messrs. G. E. Pael de Lobal & Cie., 53, Rue Lafa yetts

GERMANY ... Messrs. Mahlau & Waldeschmidt Frankfurt a/M. GERMANY ... Johs. Will. Mejer, 77 Steindamm, Hambarg. UNITED STATES: Mr. N. J. James, 178 Ninth Avenue, New York.

SAN FRANCISCO L. P. Fisher's Advt. Agogor

836, North Point. CAPE TOWN ... Messra. Gordon & Gotch Sydney Messrs. Gordon & Gotch MRIBOURNE ... Messrs. Gordon & Jotoh BRISBANK Messes. Cordon & Gorch CALCUTTA Messrs, Thacker, Spink & Co BOMBAY "Times of India" O fice COLOMBO Mossrs. A. M. & J. Forguson BATAVIA Messrs, H. M. Van Dorp & Co SINGAPORE ... Messrs. Kelly & Watsh, Ltd.

BORNEDMr. J. Nimmo Wardcop, Sag-BANGKOK "Bangkok Times" O lice. SAIGON Massrs. Kloss & Co. TORKIN Messrar-Speidel & Co., Hanoi MANILA Mr J.de Loyzaga, El Comercio. MACAO Mr. A. A. de Mello Hongkong " Daily Press" O.lico Honokong Mesars. Kelly & Walsh, Ld. HONGKONG Messrs. W. Brewer & Co. CANTON Mesers. A. S. Watson & Co., Ld. SWATOW Ynen Cheong Book Store AMOY Massrs. A S. Watson & Co., Ld. FOOCHOW Mossrs. A. S. Watson & C ., L.L. Shanghae Messes. Kelly & Walsh, L.I. Shangkai Messrs. W. Brewer & Co. CHEFOO Messrs. H. Sietas & Co. THINTAU Messrs. Sietas, Plembeck & Co. TIENTSIN Massrs. H. Blow & Co.

COREA..... Messes, Hodge & Co., " Saval NABASAKI " Nagasaki Press" Office. KOHEA OBAKA " Japan Chronicle" Office. YOKOHAMA ... Mossra, Kelly & Walsh, Lt.

Gutler, Palmer & Co.'s



SHIPPERS Gutler, Palmer & Go., London. AGENTS

SIEMSSEN & CO... HONGKONG

CHUNG NGOF SAN PO (Chinese Daily Press). PUBLISHED DAILY, Is the oldest and still immeasurably the best

medium for Advertising among the Native Community. Established for nearly FIFTY YEARS. Circulates largely throughout Southern China

Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong; 131, Fleet Street, London

Documents translated from or into Classical

or from the different Agents.

WINEAND SPIRIT MERCHANTS.

TO DAY Half-yearly Meeting, Houghoug Jockey Club, at the City Hall, 12.30 p.m. TO-MORROW. Ordinary Yearly Meeting, China Borneo Co. Ltd., Co.'s Office, noon. Sale, Wines, &c., Sales Roem, Mesers Hughes & flough, 11 s.m. Sale, Japanese Curios, Sales Room,

Hongkong, 29th March, 1907.

COMMERCIAL.

Mr. C. de M. C. Vieira Ribeiro, 2,30 p.m.

CLOSING QUOTATIONS

April 25th. CH LUNDON,-Telegraphic Transfer2/1 Pank Bills, at 30 days' sight 2/1; Bank Bills, at 4 months' sight ... 2/1 } Credits, at 4 months sight 2,2 Posumentary Bills 4months sight 2,21 ON PARIS.— Bank Bills, on demand268 Credits, at 4 months sight 2723 CN GBENANY. ON NIW YORK .-Bruk Bills, en demand 513 Credite, 60 daye' right 504 CN BONBAY.-Fank, on demand... 1582 ON CALCUTTA. ON PRABGRAL-Fin k, at night 721 ON YOU OHAMA. On demand104 On Mannia. - On demand -- Peson -- 104 ON SINGAPORE. -On demand 10 p.c.pm. On Halphong,-On demand 43 p.c. pm. ON BANGKOR,-Cn demand......69 Sovereigne, Bank's Buying Rate ... \$9.35 GOLD LEAF, 100 fine, per tael \$49.20 OPIUM.

April 25th, Quotations are:-Malwa New ... per pien), Malwa Old Maiwa Older Malwa V. Old Persian fine quality ... Persian extra fine. \$700 Patna New 19321 per cheet. Batma Old ... Beneros New Admares Old... ,..

STEAMERS PASSED THE CANAL. Mar. Sth-Christiania, Koranna, Schonfels. 12th - Den of Mains, Mazagon. 15th-Norman-Prince. 22nd - Anchises, Benlavig. 26th-Prince. 22nd — Anchises, Benlavig. 26th— Colombo, Madras, Pondicherry, Calcutta, Flintshire. Hudson, Glenoffric. April 2nd Bangkok, Saigon, Haiphong, Hanoi, Amoy, -Benledi, Claverdon, Erzherzog, Franz, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

Dunblane, Kilkerran, Neve. 5th-Hitachi

London Bankers:— Maru, I'romethens, Hahensten fen, Sambia, The Union of London and Smith's Bank, Siam, Touraue, Gibraltar, Sandonhall. 9th-Indretsamha, So.roma, Teopao. 12th -Alesia. Nubia, Segovia. 15th-Austria, Benlowond, Cardi, anshire, Maccionia. 19th - Achilles, Gneisenau, Oceanien, Bingo Maru, Scandia, Kanagawa Maru, Prinz Ludwig. 23rd-Braemar, Kintuck, Moyune, Monmouthshire, Suchsen, Teucer, Heintsieh.

ARRIVALS AT HOME.

PASSENGERS.

ARRIVED. Per Boyern, for Hongkong, from Southampton, Mr. Murray Scott, Miss Shan; from Genoa, Mr. and Mrs. Wintzer, Mr. and Mrs. Nagel Col. and Dr. Fermer, Mesers, G. Schuberth, K. Hosaeus and A. Meyer; from Colombo, Messis, Lee; from Penang, Dr. Tuck & servant from Singapore, Mr. and Mrs. Wardell, Mr. Mrs. and Miss Severance, Mr. and Mrs. Schindewolf, Mrs. Maepherson, child and amab, Miss Slaker, Capt. Slaker. Capt. Luine, Dr. Wood

DEPARTED. Per Bauera, from Hongkong, for Shanghai, Mr. and Mrs. Master and 2 daughters, Mr. and Mrs. Eng Lithaure, Mrs. and Miss Abraham, Miss M. Compton, Miss Thomson, Miss Dancan, Miss Maclager, Capt, Ahlers. Dr. Heger, Dr. Brent, Rev. Right, Count Alex Rex Zshista, Mesers R. W. Archer, R. Mehne, Williams, Resenthal. John Rivington. T. B. Marshall, Thos. Cock. J. D. Maber, G. Night, Ch. Zobell, Sam Michace, Setzkorn, Bosshard, Mary, Kerry and Cormen; for Nagasaki, Messrs, M. Patell, T. W. Wardrop, Jerannira and D. Laukowski; for Kobe, Messrs, P. B. von Rantenfeldt, K Hara, T. G. Binham; for Yokohama, Mr. and Mrs. Curtis and daughter, Mr. and Mrs. W. J. Hill, Mrs. and Miss J. M. Matheson, Dr. and Mrs. Rob. G. Fnchs, Messrs. Blau, M. M. Matheson, G. C. Gloan, Edw. Filese, W. Kruse and M. St. Goar.

MESSES. FALCONER & CO.'S REGISTER. April 25th.

Barometer 9 A.M. 29.95 Therm. (Wetbulb) 9 A.M.67 Barometer 1 P.M. 29.87 Therm. (Wetbulb) 1 P.M. 67 Barometer 4 P.M. 29.93 Therm. (Wetbulb) 4 P.M. 67 Thermom. 9 A.M. 71 Therm. Maximum72 Thermom 1 P.M. 72 Therm. Minimum over Thermom. 4 P.M. 72

BANKS TAEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP ... Sh. Taols 7,500,0: 0

BOARD OF DIRECTORS, BRELIN. BRANCHES: Berlin, Hamburg, Calcutta, Hankow.

HEAD OFFICE-SHANGHAI.

Tiantain, Peking, Tsinanfu, Tsingtau; Kobe, Yokohama, Singapore. Founded by the following Banks ar Bankers :--

STAATBBANK) Berlin. DIRECTION DER DISCONTO-GESELLECHAPT DEUTSCHE BANK S. BLEICHBOEDER GESEI LECHAFT BANK LUEB HANDEL UND INDUSTRIE ROBERT WARSCHAUER & CO. MENDELSSOHN & Co.

M. A. VON ROTHSCHILD & Frankfurt a/M. JACOB S. H. STERN Tuesday, Soth, 10.00 A.M. NORDDBUTSCHE BANKIN HAMBURG, Hamburg SAL ОРРЕНИВІМ, ЛЕ., & Co., Koelu. BAYERISCHE HYPOTHEKEN UND WECKSEL. BANK, MUENCHEN.

Berlin.

LONDON BANKERS: Messrs. N. M. ROTHSCRILD & Son: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DEE DISCONTO GESELLISCHAFT. INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of

F. JUNG, hi anager. Hongkong, 7th January 1907.

WOROHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000 BRANCHES AND AGENCIES.

Tokyo Osaka Nagorak London Lyons Now York San Francisco Honolala Bombay Hankow Shanghai Chefoo Tientsin Peking New chwene Dalny Port Arthur Antung Lioyang Mukden Ticling Chang Chua

HEAD OFFICE-YOROGAMA

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5'/2 per annum

TAKEO TAKAMICHI, Manager, Hongkong, 6th April, 1907.

NYEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND ... FL. 5,000,000 (£417,000)

HEAD-OFFICE IN AMSTREDAM. HEAD-AGENCY: BATAVIA. Branches :- Singapore, Penang, Shanghai, Rangeon, Samarang, Sourabaya, Cheribon, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Telok-Semawe, (Acheen) Bandiermasin.

Correspondents at Macassar, Bombay,

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED. April 24th-Glenturret, Stentor, Glamorgan- On Current Accounts 2% per annum on daily Dalances.

Fixed Deposits 12 months 41% per annum. 6 do. 44% J. L. VAN HOUTEN, Agent. Hongkong, 5th March 1967.

THE CHARTERED BANK OF INDI-AUSTRALIA AND CHINA.

INCORPORATED ST ROYAL CHARTRE, 18' HEAD OFFICE-LONDON.

RESERVE LIABILITY OF SHARE-

INTEREST allowed on Current Associat at Capital and Surplus the rate of 2"/, per annum on the Daily balances On Fixed Deposits for 12 months 4 per cent JOHN ARMSTRONG, Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Hongkong, 11th March, 1907.

AUTHORISED CAPITAL £1,500,000 SCESCRIBED 1,125,000 BANKERS:

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2%, per annum on the Daily balan o ON FIXED DEPOSITS For 12 months..... 4 %

****** 212 E. ORMISTON, Manager. Hongkong, 26th March, 1907.

******* 31%

BANKS

ING CORPORATION BANK. ING CORPORATION

RESERVE FUND-STEELING RESERVE:..\$10,000,000 SILVER RESERVE ... 11,000,000 **\$21,000,000** RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS. G. H. MEDHURST, Esq. -- Chairman. Hon. W. J. GRESSON, -Deputy Chairman. G. Balloch, Esq. A. J. Raymond, Esq. A. Fuchs Esq. E. Shellim, Esq. L. Goets, Esq. R. Shewar, Esq. A. Haupt, Esq. H. E. Tomkins, Esq.

C. R. Lepamann, Esq. CHIBF MANAGER Hongkong-J. R. M. SMITE

Shanghai-H. E. R. HUNTER. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

MANAGER:

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per Cent. per Annum on the daily balance. ON FIXED DEPOSITS. For · 3 months, 2} per cent. per Annum. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager, Hongkong, 4th April, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above. Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-PION. Rules may be obtained on application. INTEREST on deposits is allowed at 33 Per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the Hongkons and SHANGHAI BANK to be 1 ed on FIXED DEPOSIT at 4 Per Cent, por annum. For the HONGKONG AND SHANGHAR

BANKING CORPORATION, J. R. M. SMITH Chief Manager, Hongkong, 12th January, 1907.

TEDERLANDSCH.INDISCHE HANDELS BANK, (NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) F). 1,628,850.19 (£135,737) Reserve Fund HEAD OFFICE: AMSTERDAM.

SUB-OFFICE: THE HAGUE. HEAD AGENCY: BATAVIA. BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS at : Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Madras, Colombo, Karachi, Bombay, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS : London: THE WILLIAMS DEACONS BANK, LD.
SWISS BANKVEREIN. Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIS. Berlin: DEUTSCHE BANK.

Brussels: BANQUE DE PARIS ET DES PAYS Vienna: Union Bank. Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description Banking and Exchange business. INTEREST ALLOWED.

On Current-Account at the Rate of 2% per annum on the Daily Balances. On Fixed Deposits: 42 months 4% per annum 6 do. 31% do.

J. BOETJE, Manager. No. 16, Des Voeux Road Central WHE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL

CHARTER

HEAD OFFICE: TAIPER, FORMORA.

BRANCHES AND AGENCIES: Kobe Nagasaki Tamani Foochaw Ogales Tokio Keelung Shanghai Yokohams Swatow HONGKONG OFFICE:

. DES VOUX ROAD. Interest allowed on Current Deposits received on 'erms which may be learned an application. D. TOHDOW, Manager, Bongkong, 5th April, 1907.

THTERNATIONAL DANKING ORPORATION.

Fiscal Agents of the United States n Chine the Philippine Islands and the Republic of Panama. AUTHORISED Gold \$10,000,000

CAPITAL PAID UP Gold 83,250,006 RESERVE FUND ... Gold \$3,250,000 HEAD OFFICE: 60, Wall Street, New York, LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:-For 12 months 41 per cent. per annum.

No. 9, Queen's Road, Central, Hongkong. CHAS. R. SCOTT, Manager. Hongtong, 1st January, 1997.

For 3

HONGKONG, CANTON. MACAU & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LF.

HONGKONG-CANTON LINE,

B.S. "HONAM," 2,363 tons, Captain H. D. Jones. B.S. " POWAN," 2,338 tons, Captain W. A. Valentine, 8.8. "FATSHAN," 2,260 tons, Captain C. V. Lloyd. 8.8. "KINSHAN," 1,995 tons, Captain B. Branch.

S.S. "HEUNGSHAN," 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted.) The a.s. "POWAN" will leave Hongkong every Monday. Wednesday, and Friday, at 9 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloen and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD

HONGKONG-MACAO LINE. S.S. ASUI-AN," I,651 tons, Captain E. H. Grainger,

B.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison. Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf & at 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.M. from Douglas Wharf & from Macao at 5 p.m. The Company also runs a Steamer from Macao on Sunday Morning at 7,80 a.m. and from

Hongkong at 1 p.m. from the Company's Wharf. Departures from Macso to Hongkong on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE. 8.8. "LUNGSHAN," 219 tons, Captain T. Hamlin, Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 s.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., Lb.

CANTON-WUCHOW LINE.

S.S. "SAINAM." 588 tons, Captain J. Willox. S.S. "NANNING," 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuohow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are

lighted throughout by electricity. Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel; Or of BUTTERFIELD & SWIRE. Agents, CHINA NAVIGATION CO., LD.

THE AMERICAN MAIL.

THE CANADIAN MAIL.

THE GERMAN MAIL.

on Wednesday, 10th inst., at 6 p.m., and may

THE INDIAN MAIL.

for this port via the Straits on 20th inst., and

The N.D.L. str. Bornes, left Sandakan on

The P. & O. str. Nore, left Singapore for this

The G. L. & Co.'s str. Eastern, from Sydney,

The G. N. S.S. Co.'s str. Minnesota, from

The H.A.L. str. Belgravia, left Shanghai via

Amoy on 24th inst., and may be expected here

The N.Y.K. str. Sanuki Maru, (European

Line) left Kobe for this port via Moji and

Shanghai on the 20th-inst-and is expected here

The East Asiatic Co.'s str. Siam, left Suez

on the 5th inst., and may be expected here on or

The A. O. Linestr. Yeeldo, left New York on

the 9th March; and may be expected here on or

HONGKONG METEOROLOGICAL

REGISTER.

Previous Day On Date at

Hongkong Observatory, April 25th

ESE

Highest open air Temperature on 24th.....72

Lowest open air Temperature on 24th......66

Seattle, sailed from Kobe on 23rd inst., 10 p.m.

&c., left Port Darwin on 22nd inst., for Manila

Saturday, 20th inst., p.m., and may be expected

may be expected here on or about 5th May.

MERCHANT STEAMERS.

The Indo-China str. Namsang, loft Calcutta

be expected here on or about 1st May.

here to-day, u.m.

on 28th inst.

on the 29th inst.

about the 4th May.

about the 11th May.

Harometer

Temperature ...

Humidity Wind Direction

Weather

Rain

Force ...

port on the 21st inst., at noon.

The I.G.M. str. Prinz Waldemar, left Sydney

JOINT STOCK SHARES.

VESSELS EXPECTED. Hongkong, April 25th. The O. & O. str. Coptic, sails from Yokchama on 22nd inst., and will therefore be due at this COMPANY. PAID UP. QUOTATIONS. port about the 30th inst. Albambra Ps. 200 \$120. The C.P.R. str. Monteagle, arrived Yokohama on Tuesday, the 23rd inst., at 6 p.m., and left Bankeagain at 2 a.m. Wednesday, for Kobe, where she \$920, sales London 105 Hongkong & S'hai... is due to-day, at 6 a.m. National B. of China The C.P.R. str. Empress of Japan, left Vancouver for Hongkong, via usual ports of Call, on Thursday, the 18th inst, p.m.

Sell's Asbestos E. A... 12s. 6d. \$7, sellers China-Borneo Co..... \$12 \$10, seilers China Light & P. Co... \$10 | \$8, sellers China Provident \$10 | \$9, sellers Cotton Mills-Ewo..... Tls. 50 | Tls. 66. Hongkong \$10 812. InternationalTls. 75 Tls. 57. Laou Kung Mow ... Tls. 100 | Tls. 82.

Soychee Tls. 500 Tis. 370. Dairy Farm \$6 | \$15 , buyers Docks and Wharves-H. & K. Wharf & G. \$50 | \$85. H. & W. Dock

\$50 | \$120, sellers New Amoy Dock ... Shanghai Dock..... 77s. 100 Tle. 83. S'hai & H. Wharf... Tls. 100 Tls. 216. Fenwick & Co., Geo... \$25 | \$18. Green Island Cement. \$19, sellers Hongkong & C. Gas... \$175, buyers Hongkong Electric ...

\$16, sales Hongkong Hotel C). \$50 \$118, sellers Hongkong Ice Co Hongkong Rope Co... \$10 | \$20, buyers Union Waterboat Co. \$10 . nsurances-Canton #50 | \$2824, rellers China Fire..... \$20 \$55, sellera China Traders

\$25 | \$97. Hongkong Fire..... -\$30 | \$335, sellora North China £5 | Tls. 80, netlers Union \$100 | 1770, sales Yangteze \$60 \$170, buyers Land and Building-HongkongLandInv.

\$100 | \$107, buyers Humphrey's Estate \$10 | \$11, sales Kowloon Land & B. \$30 | \$374, sellers Shanghai Land Tla. 50 Tls. 102. Tla. 50 Tla. 100. WestPoint Building \$50 | \$49, sellers

Mining-Charbonnages Fcs. 250 \$450, buyers Kaubs 15/10 \$7, buyers Peak Tramways \$10 | \$11, buyers Philippine Co. \$10 | \$5. Refineries-China Sugar \$100 | \$115, buyers Luzon Sugar \$100 | \$21, sellers Steamship Companies China and Manila... \$164, sellers Douglas Steamship. \$38, buyers H., Canton & M..... \$291, buyers Indo-China S.N. Co. 871. Shell Transport Co. £1 | 44,- sellers Star Ferry..... \$10 | \$30.

Do. New.... \$5 | \$194, sellers South China M. Post. Steam Laundry Co ... \$5 \$7, buyers Stores & Dispensaries Campbell, M. & Co. \$20, sellers Poweli & Co., Wm., 48, sellers Watkins.... Watson & Co., A. S \$10 \$121, sales & sel. United Asbestos \$10, buyers

Do. Founters \$10 | \$150. VERNON & BAITTH. HONGKONG TIDE TABLE

From April 26th to 2nd May, 1907.

To correct Zone Time add 23 min, and 1d sec. HIGH WATER. Hongkong | Height Mean Time. 213 . | 2 4 8 43 4

Thurs 2 m 0 56

MHOR MAPIES

SHIPPERS CUTLER, PALMER & Co., LONDON

AGENTS LANE. CRAWFORD & CO. HONGKONG

Printed and Published by BERTRAM A. HALB for the Concerned, at 10A, Des Voux Road: Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

5 14 a